The Raleigh Tribune.

DAILY

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THE TRIBUNE IS REPUBLICAN, BUT IT IS THE PEOPLE'S PAPER.

Second Edition

ANOTHER TOMORROW

The Betting Fraternity Not Wagering Much on the Judgeship.

PRITCHARD SECURES APPOINTMENTS

CAUSE FOR REMOVAL AGAINST GREENSBORO POSTMASTER.

Tyre Glenn Slated for the Appointment—R. K. Pendleton Endorsed for Collector at Edenton—One of Russell's Savages Arrives.

Special to The Tribune.

Washington, April 13.—Another "tomorrow" in the eastern judgeship matter. It was cabinet day and Senator Pritchard only had a moment with the President. It was arranged to dispose of the matter at 2 o'clock tomorrow. The betting on the appointment is not so spirited tonight.

Unless the Greensboro postmaster is removed for cause the vacancy in that office will not occur until next December. Mr. Tyre Glenn, slated, it is understood, for the appointment, says there is ample ground for removal, and intimates that early action in that direction may be expected.

R. K. Pendleton is indorsed for collector of the port at Edenton. He has served through three successive administrations, and has a splendid record to his credit.

Senator Pritchard secured the reappointment of Drs. Frank Roberts, J. K. Hardwick and J. C. Tillson as pension medical examiners at Marshal. They were removed by the Cleveland administration on political grounds. These are the first North Carolina appointments, and others will follow soon. Senator Pritchard is criticised for the delay in securing appointments, but it comes from those who would stir up confusion and create friction in the party. He is making all the efforts with all the zeal consistent with self-respect and success. He will get there all the same.

Arrivals today are: President Hancock, of the Atlantic and North Carolina railroad, who is en route to Philadelphia to attend a meeting of the Railway Traffic Association; Representatives Parker, bolting Populist from Perquimans,; Howe, one of "Russell's savages" from Hanover; G. S. Bradshaw, of Randolph.

J. B. H.

FIRE AT MT. AIRY.

Tobacco Business Suffers by Blaze Entailing a Loss of $15,000.

Special to The Tribune.

Mt. Airy, N. C., April 13.—Fire this morning destroyed the Planters' warehouse and the Moody & Olive Tobacco Works. An alarm of fire was sounded about 5 o'clock this morning when the large Planters' tobacco warehouse was found to be in flames. The fire spread rapidly and soon enveloped the Moody & Olive building. Both buildings, which were of brick, were entirely destroyed. Some small frame buildings also fell a prey to the flames. The loss was about $15,000, partly covered by insurance. The cause of the fire is unknown.

The Bermuda Sighted.

Jacksonville, Fla., April 13.—Word comes from Mayport, at the mouth of the river, that the filibustering steamer Bermuda has been sighted off Cumberland Island, near where the tug Jones was captured. The cruiser Vesuvius has gone in pursuit of her. The Boutwell is keeping guard at the mouth of the river, stopping any vessel that passes, examining even the fishermen's boats. Cubans were active last night, showing something is in the wind.

EVANS TAKES A STAND.

One of Cleveland's Orders That Will Be Killed.

Washington, April 13.—Mr. Cleveland's order abolishing nine out of eighteen pension agencies in the United States, will not be regarded. Mr. Cleveland trespassed on the Administration of his successor by declaring that the order should go into effect on the 1st of September next. It will never go into effect. Pension Commissioner Evans says:

"Careful inquiry has been made to ascertain what the effect of this order would be, and it has been learned that instead of saving money to the Government it would cost more to maintain the consolidated agencies than it dies to support the agencies as they are now located. While I have no authority to speak for the President, I have excellent reasons for believing that the order will not go into effect, and that the eighteen persons effect, and that the eighteen pension agencies will remain as they are."

Commissioner Evans has stated that the Cleveland order placing pension examining surgeons in the classified service would be revoked, except in the case of examiners whose salaries are $300 a year or less.

Kentucky Treasury Empty.

Frankfort, Ky., April 13.—The Kentucky Treasury is bankrupt, and today the Treasurer issued an announcement suspending all payments until July. The suspension applies to everybody who draws money from the State, except the accounts of the penitentiary, which has an income of its own. He says that the suspension will last until July 1st.

BURLESQUE ON JEFFERSON

POPOCRAT BRYAN THE GUEST OF THE OCCASION.

Protection and Sound Money Democrats Branded as Enemies and Traitors—Ed. Chambers Smith Broke Down and Wept.

Special to The Tribune.

Washington, April 13.—When it is recalled that Jefferson despised falsehood and had a supreme contempt for jugglery and shams of all sorts, the trundle-bed demonstration in his name at the Metropolitan hotel in this city tonight is a burlesque. The honored guest of the occasion is Wm. J. Bryan. It is a desecration to use his name in connection with Jefferson. When the question of coinage ratio arose Jefferson said: "The real credit of the United States depends on the ability and the immutability of their will to pay their debts. The proportion between the values of gold and silver is a mercantile problem altogether. Just principles will lead us to disregard legal proportion altogether; to inquire into the market price of gold in the several countries with which we shall principally be connected in commerce, and to take an average from them."

And when he was President, the coinage of silver dollars was suspended simply because of a small fractional difference between their legal and their commercial value, and the suspension was continued for a third of a century. Yet tonight's debauchery is in Jefferson"s name, but gave Bryan an opportunity to define the new democracy. Protection and sound money Democrats were branded as common enemies and traitors. That was the keynote of his speech, and it was lustily applauded.

E. Chambers Smith was present and waited the opportunity to say something about North Carolina politics. He said it privately, however, and to the effect, "that the political aggregation known as Russell Populists, Butler Republicans and Daniels Democrats, was in process of coalition and—" his voice, trembling with emotion, he stopped abruptly and wiped a tear from his eye.

At midnight the Bryan banquet is still on. Mr. Bryan's speech was the event of the function and his most noted utterance was in reference to the protection and sound money Democrats. He said: "If thy right hand offend thee, cut it off rather than let it contaminate the whole body. We have cut the right hand off, and so we save the body of the party. They will be welcome back when they come back as Democrats and not as spies for purpose of carrying information to the other side."

This utterance evoked tremendous applause. Men stood up and frenzied shouts shook the historical old building. "It means war and annihilation to the wealthy Democrats in the last campaign," said an enthusiastic Bryanite in a swallow-tail coat, who was almost too full for utterance.

General Cox, Secretary of the Senate, and Ed. Chambers Smith were the only North Carolinians present.

SIMPLY ASTONISHING

Comments on Protection Sentiment in North Carolina.

WHAT PRITCHARD'S MAIL SHOWS

MANY DEMOCRATS OPENLY AVOW ADVANCED PROTECTION VIEWS.

Chairman Dingley Regards It as a Healthy Sign — Development of Manufacturing Industries in the South.

Special to The Tribune.

Washington, D. C., April 13.—The growth of protection sentiment in North Carolina, said Senator Pritchard today, is simply astonishing. Not a day passes that my mail is not crowded with letters and suggestions from Democrats who openly avow the most advanced protection sentiment. When Chairman Dingley's attention was called to this statement he said: "I am fully aware of that fact and it has surprised me no little." Speaking of the Dingley bill in the House ,he said: "So far as I now recall, this is the first time that Southern Democrats have voted for a protective bill or expressed the strong sentiments in favor of a protective tariff which we have heard in the House and which are now being presented at the Senate end of the capitol in the amendments proposed by Senators and others, increasing the protective rates of duty in the pending tariff bill. We have had Democratic votes from the North for a protective tariff bill in the past, but this support for the protective idea from the South is new.

"The development of manufacturing industries in the South in the past few years," Mr. Dingley added, "has created a protective sentiment. The value of farm products is largely dependent upon the proximity to a market. Farm products are bulky and the cost of transporting them to a distant market destroys the profits to the farmer. If he has a market just alongside his farm or within easy reach, he can make good profits out of a business which would not be successful if he must ship his productions a long distance to find sale for them. The establishment of manufacturing industries in the South has thus not only increased the price which the farmer gets for his products, but has greatly diversified these products and thus further increased his profits."

"A study of the agricultural history and conditions of the various sections of the country shows clearly that the value of land and the value of its productions average much higher per acre in the sections which have manufacturing industries, which thus afford a home market for the products and for diversified productions. The people of the South are seeing this in their experience with the manufacturing institutions which have been developed in that section during the past few years. So there is undoubtedly a growth of protective sentiment not alone among those interested in manufactures or directly profiting by the employment which they give, but also among the great mass of people of that section whose attention is devoted to agriculture." J. B. H.

LONDON BIMETTALLISTS

Pleased With the Appointment of Monetary Commissioners.

Washington, D. C., April 13.—A cablegram from London says: "The appointment of Senator E. O. Wolcott of Colorado, General Charles J. Payne of Boston and ex-Vice President Stevenson as commissioners to an international monetary conference, under the act approved on March 3d last, "for the promotion of an international agreement for bimetallism" has been received with the greatest satisfaction by the London bimetallists, who anticipate solid progress through their efforts."

Speaking of the matter today senator Wolcott confidently expressed the opinion that the conference would reach a solution of the currency problem through international agreement.

SENATE PROCEEDINGS.

Morgan Finished His Six Days' Speech on Cuba.

Washington, April 13.—It was a day of desultory oratory in the Senate today. Senator Morgan finally concluded his six days' speech on Cuban affairs at 2:50 p. m.

The bankruptcy bill was then taken up, and Senator Lindsey spoke in favor of it.

Mr. Chandler, of New Hampshire, introduced bills authorizing the government to take possession of the Carnegie and Bethlehem armor plate works.

Mr. Pettigrew, of South Dakota, gave notice that he would call up the Indian appropriation bill tomorrow.

Boston Wins by a Big Score.

Elizabeth, N. J., April 13.—Boston defeated Elizabeth this afternoon by superior batting. Score:

	R.	H.	E.
Elizabeth .....0 0 0 1 0 0 1 1 0—	3	6	7
Boston .....6 2 0 0 1 1 2 0 4—16	18	5	

Batteries—Hessley and Fredericks and Kelly; Lewis, Klobdanz and Ganzel.

OUR BOYS BEATEN.

Costly Errors and Poor Base Work Tell the Story.

Special to The Tribune.

Chapel Hill, N. C., April 13.—The Unversity of Pennsylvania defeated the University of North Carolina today by a score of 11 to 3. Numerous costly errors and poor base running cost Carolina the game, although the University of North Carolina at times did some excellent fielding.

The Pennsylvanians were especially good at catching runners between bases. Score by innings:

U. of Pa.	1	3	3	0	0	0	0	4	—11
U. of N. C.	1	0	0	0	0	2	0	1	— 4

Pennsylvania, seven hits, three errors; University of North Carolina six hits, nine errors. Base on balls—off Ritchie one; Mongum one. Struck out—by Ritchie none; Mongum four. Hit by pitched ball—Thurston five times.

Umpires, Dickson, University of Pennsylvania; Bailey, University of North Carolina. Time, one hour and forty-five minutes.

U. of Pa.	Position.	U. of N. C.
Ritchie	pitcher	Mangum
Redcliffe	catcher	Honeycutt
Gillender	first base	Winston
Robinson	second base.	Stanley, Capt.
Blakely, Capt.	third base	Johnson
Wilhelm	short stop	Belden
Jackson	left field	McKee
Huston	center field	Whitaker
Voight	right field	Rogers

They will play again tomorrow in Greensboro, when the University of North Carolina can be depended upon to put up a better game.

EXCLUSIVE CONTRACTS.

Canadian Court Sustains American Tobacco Company Agreements.

Montreal, April 13.—Judge Dugas has just delivered judgments in the case of J. M. Fortier versus the American Tobacco Company, of Canada (branch of the trust in the United States), adversely to plaintiff. It was alleged by the prosecution that the company's contract system with dealers and jobbers was a violation of the criminal law against conspiracies in restraint of trade. Judge Dugas in summing up the case, said he could not find that it was unlawful to agree with a number of parties that they should sell cigarettes of defendant company exclusively. It was true that some of those who signed contracts averred they felt it in their interests to do so, but he only found a party who, being proprietor of a manufactured article, asserted his right to dispose of it in the way he thought best for his own interest. He pointed out that it was optional with any dealer to decide whether he would handle the goods of defendant company exclusively or not. The agreement did not involve a conspiracy on the part of either of the parties to it, but merely indicated a manner of disposing of goods which was found to be profitable to owners, a right which pertained to any citizen or legal person, existing under the law. With reference to the American precedents in the case which had appeared favorable to complainant, he said there were also other judgments which were not adverse to such an agreement.

SLIGHT CLUE TO ROBBERS.

Robbery of Yonkers Bank a Cleverly Executed Job.

Yonkers, N. Y., April 13.—No clue has yet been obtained to the burglars who robbed the Yonkers Savings bank of over $4,000 at noon yesterday, although the Pinkerton detectives, local police and a number of private detectives have been hard at work on the case. Pinkerton men today admitted that they were baffled, and stated they had never seen a better job, so cleverly performed by bank thieves. The only clue of value that has developed was given today by William Kenny and Joseph Ledbetter, who informed the police that they saw the burglar who took the money as he left the bank. They described him as being thick-set, medium height, with a very dark moustache. They said he wore a light suit and dark hat, and that the man upon reaching the street turned, looked up at the door of the bank, then hastened down Hudson street. They saw Mr. Cobb at the door waving his hands in an excited manner, though he was so frightened as to be unable to cry out or give the alarm to those on the street.

Orders For Memorial Day.

Washington, April 13.—Secretary Alger today issued the following order: On Memorial day, May 30, at all army posts and stations the national flag will be displayed at half staff, from sunrise till mid-day, and immediately before noon the band or field music will play a dirge, "Departed Days," or some appropriate air. At the conclusion of this memorial tribute, at noon the flag will be hoisted to the top of the staff and remain until sunset. When the flag is at the top of the staff one or more national airs will be played.

Cyclists Now Have a Kick.

New York, April 13.—Inactivity of the officials of the L. A. W. in taking steps to make provision to send a team of American riders to Scotland this year to compete in the world's championship meeting is severely condemned.

Baltimore Defeats Norfolk.

Baltimore, Md., April 13.—The Baltimores defeated the Norfolks today by the score of 12 to 2.

RAILROAD TO BE SOLD

Decree of Foreclosure Made by Judge McIver.

TRIBUNE MAN LOOKING FOR AIRSHIP

MAYORALTY CASES TO BE TRIED IN THE SUPERIOR COURT.

Young Folks Play Golf—The Baptist Nine Hundred Will be Well Cared For—Mayor Wright Making a Favorable Impression.

Special Correspondence of The Tribune.

Wilmington, April 13.—Governor Russell arrived at his Brunswick county plantation Sunday evening. He is expected here some time today, and will leave at 7:15 o'clock tonight for Raleigh.

Judge McIver yesterday issued a decree of foreclosure ordering the sale of the franchise, roadbed, right of way and other property of the Carolina, Tennessee and Ohio railway to take place on the 15th of May next. Col. T. W. Strange and John R. Bellamy, Esq., are the attorneys for Receiver J. T. Adams. The sale will be made in Southport. It is expected that work will be resumed on the road shortly after the sale.

Several of Wilmington's pretty young women and handsome young men are soon to present a comedy entitled, "Gloriana," upon the boards of the local opera house. Rehearsals are being held nightly, and something extraordinarily funny is promised. The receipts from the play are to be devoted to a most worthy object—Shelter of the Silver Cross.

The "airship" has been seen again, but The Tribune man has not seen it. Opinion seems to be divided on the matter. Some claim it is a star, others that it is a fire balloon and others again assert point-blank that it is an "airship." In the meanwhile your correspondent prowls around with a telescope under his arm, while other good people are in the "land of dreams," determined to solve the mystery, or give it up.

The April term of the Superior Court of New Hanover county convened yesterday morning, Judge J. D. McIver presiding, and M. C. Richardson, solicitor. Several cases of interest are on the docket, chief among which are the quo warranto cases of the many different Mayors of Wilmington. These cases, which grew out of our "municipal muddle," have been set for Monday, the 19th inst.

William Saunders, colored, fell from a flat in the river near here Sunday morning and was drowned. The body has not been found.

Wilmington, not to be behind other cities of note, has a golf club. The links of the club are laid out near Hilton Park, and the members practice nearly every afternoon. Tournaments are held every Tuesday and Friday afternoon, and the members are gradually attaining a high degree of skill in the invigorating sport so lately imported. The officers of the club are: President, Mr. T. M. Emerson; treasurer, Mr. M. F. H. Governeur; secretary, Miss Mary Calder, and a governing board composed of the above officers with the addition of Mr. George Rountree and Miss Janie Strange.

The arrangements for the entertainment of the 900-odd delegates to the Baptist convention are proceeding with a vim. They will be well taken care of.

Politics presents no new features up to this writing. Mr. F. B. Rice is sure of his success in being re-elected City Clerk and Treasurer. The matter will probably be decided next Tuesday.

The new Mayor (Wright) is to be congratulated upon the good order maintained in the city since his term of office began. While the Mayor is a "new broom," his friends are confident of his continuing the "sweeping clean" process. Upon one point in particular he has shown a commendable spirit; that of sustaining the police in the arrests they make. The outlook for better order in Wilmington under the new regime is decidedly flattering. The majority of our citizens do not care a picayune what is the politics of the Mayor so long as life and property here are reasonably safe.

Work commenced last week on the new Atlantic Beach hotel, and sixty hands were laying the sleepers of the floor today.

Several Raleighites were in attendance at the opera house Saturday night to see Jo Jefferson in "Rip Van Winkle."

H. W. P.

Issue of Bonds Negotiated.

Philadelphia, April 13.—The Lehigh Valley railroad announces that Examiner Little having completed his examination of the books, the company has today concluded negotiations with Drexel & Co. for the sale to them of $5,000,000 of its new mortgage collateral bonds, to provide for settlement of outstanding obligations.

Fitz. Received Like a Hero.

New York, April 13.—Fitzsimmons arrived here this afternoon. His reception upon entering the city was worthy of a triumphant warrior. From the foot of Liberty street, where he landed, to the Bartholdi hotel, the end of his journey, he was followed by mobs and cheered continuously.

JOINT TRAFFIC ASSOCIATION.

Resolves to Continue the Pooling Arrangement for the Present.

New York, April 13.—Late this afternoon the Board of Control of the Joint Traffic Association decided to go on under its pooling agreement in spite of the decision of the Supreme Court of the United States, declaring a similar pooling arrangement illegal. The board was in conference for some time, considering the matter, and finally adopted a resolution setting forth their decision. The resolution declares that after having heard counsel in regard to the bearing of the decision of the court on their agreement, pending judgment in their own case, they pledge themselves to maintain and carry out provisions of the Joint Traffic Association. They declare further that this action is in furtherance of interstate commerce law, in the interests of law and against the demoralization of railroad business.

Scared and Almost Beaten.

New York, April 13.—Newark team caused a scare in the camp of the New York players this afternoon. Just when victory was in their grasp, Johnstone, who was with Comisky's St. Paul team last season, lost his nerve, and Joyce's men batted out the winning runs. Score:

	R.	H.	E.
New York .....0 2 0 0 0 0 0 0 2—4	8	3	
Newark ... .0 0 0 0 0 0 0 2 1—3	5	4	

Batteries—Deheny, Standish, Sullivan and Wilson and Zearfoss; McMackin, Johnstone and Rothfuss.

CRUELTY IN CONVICT CAMP

PRISONER FLOGGED TO DEATH AND BURIED SECRETLY.

The Wretch Who Did the Flogging Guarded to Save His Neck From the Vengeance of a Mob.

Washington, Ga., April 13.—The flogging to death of a prisoner named McRae has been judicially affirmed by a jury who found Bob Cannon, a guard, guilty. The victim was what is known as a misdemeanor prisoner in the convict camp. He was taken out by the guard and flogged so severely that not an inch of whole skin was found upon him. The body was then secretly interred, and an effort made to keep the tragedy secret. Judge Toombs, in some way learned of the matter and ordered an investigation, when the facts were brought out. The county camps are without law or control, and cruelties in them are much greater than in the regular penal convict camps. Bob Cannon, the guard, has been arrested and is now in jail under heavy guard, as lynching has been threatened.

SENSATIONAL EVIDENCE.

A Woman Tells About the Plot to Burn Portsmouth.

Norfolk, Va., April 13.—On the morning of March 28th Portsmouth was swept by four fires which destroyed $150,000 worth of property. In the trial of Frank Linn and Edward Delman for burglary this morning, Linn's wife created a sensation by testifying that in January, Delman, Linn and Ellis Jobson met at her house, planned several robberies and plotted to burn a large part of the city to cover up their deeds. Her testimony caused intense excitement and Jobson was immediately arrested. The men are carefully guarded as the feeling against them is very bitter.

Mayor Baird, fearing personal violence would be done the witness, had her sent to the jail and ordered that every measure be taken for her protection.

Populists Clean Out a College.

Topeka, Kan., April 13.—Governor Leedy's new Populist regents of the Kansas Agricultural College have created great indignation among Republicans by making almost a clean sweep at the college, from president down to janitor. Every known gold standard advocate felt the stroke of the axe today. Student Boardman, a free silver advocate, explained it, and told why the board took such action. He says the officers, professors and Republican students were furnished railroad passes last November to go home to vote, and students who wanted to vote for Bryan were compelled to walk or pay fare.

No Developments at Frankfort.

Frankfort, Ky., April 13.—Nothing of interest was done at today's joint session of the Legislature. However, the gold Democrats decided to give the silverites notice that if they would not agree to come to the support of Senator Martin, the sound money men would no longer aid in staving off an election. A committee to lay this proposition before the Blackburn men was apointed. No answer received this afternoon.

Engagement With Insurgents.

Havana, April 13.—General Ray reports his command to have had a successful engagement with rebel forces in the Manzanilla district of Santiago de Cuba.

Peach Crop Damaged.

Wilmington, Del., April 13.—There was a heavy frost in Sussex county last night. Peach trees that indicated a good crop are badly injured.

AFTER THE WRECK

No. 11 Was in the Wrong —Took Entirely Too Great a Risk.

NUMBER 36 HAD THE RIGHT-OF-WAY

CONDUCTOR LOVELL INSISTS THAT WRECK TOOK PLACE AT 11:14.

He Had a Minute to Spare—Engineer Kinney Shows Great Vitality, and is Likely to Recover—Engineer Tunstall Taken Home.

Charlotte Observer, Tuesday Morning.

The public awaited with eagerness the issue of the extra yesterday morning by the Observer, giving a full and connected account of the great wreck of Sunday.

The account, giving as it did, the first details known, was read by hundreds of people, and satisfied in every particular the demands of a curious and interested public.

Naturally the most vital question was "Who was to blame?" A glance at the train orders, which could not be seen Sunday, will be of interest.

No. 36, as known, had orders to wait until 11:15 at Harrisburg, for No. 11. They passed the station a few seconds after that time.

Dispatcher A. A. Kirkman, who had issued the orders, was on 36. He was sitting in a seat with Engineer Smith. As the train passed Harrisburg, he pulled out his watch, and, looking at it, remarked: "No. 11 didn't make it." In an instant or two he felt the emergency brakes applied. He divined immediately what was the cause of the trouble.

No. 11 left Concord at 11:03, giving them twelve minutes to make the run to Harrisburg. They did not have the right of way, and had no right to leave Concord unless they could reach the side-track, be in it clear, and close the switch before 11:15.

No. 36 was within the limits of the train orders when they passed Harrisburg. The cut and curve do not obstruct the view of a train approaching from the south. The engineer of No. 11 should have seen No. 36 approaching.

The trouble was that they were trying to make too close a run.

The porter was put on the engine to be ready to open the switch, and the flagmen sent forward to the baggage car to flag 36, if necessary.

Capt. Lovell, of No. 11, claims, and no doubt believes, that the trains hit at 11:14. He says that between 11:13 and 11:14 the engineer blew for the station, and he pulled the whistle. He did not look at his watch again until after the collision. He said to a bystander:

"We had until 11:15 to get to Harrisburg." It was then 11:16. But as his train did not have the right of way he could not have gotten into the siding and closed the switch in the limit of a minute.

Capt. Lovell and Capt. Kinney have each been on the road about 30 years, and have always been regarded as very safe men. This is the first time either have ever been guilty of loose handling of the trains.

A lady of Harrisburg was standing in the door of No. 11, with her baby in her arms, waiting for the train to stop so she could get off. When the cars came together, the baby was knocked into the air, and landed unhurt on the embankment.

The main line was cleared by yesterday morning, and trains passed as usual. The engine of No. 11 was gotten up and pulled down to the station.

The wounded are all better. Captain Kinney began to improve about daylight yesterday. Dr. McCombs says now that he will recover.

Captain Tunstall was yesterday morning sent to his home in Danville. He was better.

Express Messenger Gallaher was able to leave last night for his home in Washington.

Fireman Lee, who was partially crazed for several hours Sunday by the shock of the collision, is still at the hospital. He is not hurt but, unstrung.

Porter Fitzhugh Lee is doing well. He is here at a colored boarding house.

HOW CIVIL SERVICE LAW WORKS.

A Veteran's Plea for a New Order of Things in the Departments.

A correspondent of the Washington Post says:

The civil service law has been in force fourteen years, or since January 16, 1883. Much discussion has been indulged in lately regarding the abuses that have grown up under that law. It is safe to say that no law has been evaded or violated as often as that one has. Section 6, of the law, provides that, by direction of the President, heads of departments shall, for purposes of examination, revise existing classification, and include subordinate places, clerks and officers, not before classified for examination.

Prior to March 4, 1893, under the above section, extensions of the classified service had been made from time to time without serious objection from either of the two great political parties.

When the last administration came into power in 1893, neither the employes in that great workshop, the Government Printing Office, nor positions of watchmen, laborers, messengers, &c., in the departments, were in the classified service. The evident intention of those who passed the law was that it should be applied to positions of a clerical nature in the executive branch of the government; for in section 7 of the law I find the following: "Nor shall any officer not in the executive branch of the government, or any person merely employed as a laborer or workman, be required to be classified hereunder."

Yet the brilliant statesmen of the deficit party devised a scheme, in direct violation of the plain wording of the law, and, after turning several hundred Republican employes out of the Government Printing Office and appointing Democrats in their places, placed the entire force, without any one being examined, under the classified service, so that to-day no workman can get employment in that establishment without first passing an examination.

Let us remember that the position of watchman in the departments here in Washington had been filled by ex-Union soldiers almost exclusively until four years ago, when nearly all of them were turned out, and young men, and in many instances those who fought against them, took their places. But this was not all. Those who were put in were, without examination, placed under the classified service by an order of the defunct, deficit President, and if an old soldier wants such a position to-day he must pass an examination before he can get it. A law under which such proceedings can be successfully carried out is certainly not a good law. That all employes of the government should be competent to perform their duties is conceded by every one.

Section 2 of the law provides that appointments at Washington shall be apportioned among the States upon the basis of population.

I find in a pamphlet containing instruction to applicants for examination, issued by the Civil Service Commission on January 1, 1897, the following: "Legal residents of the District of Columbia, Maryland, and Virginia, will not be admitted to the clerk, copyist, messenger, watchman, stenography, or typewriting examinations, because the District and State named have already had an excessive share of appointments."

Of these, take the position of watchman for instance. After a large number have been appointed on the watch force from those States—and it is safe to say they are all Democrats—under a strict enforcement of the law they cannot be removed until they die or are too old to perform their duties. They were appointed without examination, and afterward placed in the classified service, and now comes the Civil Service Commission, and, in large, bold-faced type, announces to the Republicans and all other citizens of Maryland and Virginia that they cannot, during the present generation (if the law is properly enforced), take the initial step toward qualifying themselves for the position of watchman in a government department in Washington. They are denied even the privilege of examination. Is it any wonder the law is declared un-American?

Senator Gallinger, on the floor of the Senate on the 22d of last month, voiced the sentiment of every true American when he said: "Every citizen of this republic has an equal right with every other citizen of the republic to seek employment under the government of the United States."

But the worst feature of the law is the fact that it establishes a class of officeholders who get to believe that they are to remain in office as long as they live. If they were appointed for a stated time, many of them would take better care of their money than they do, so that they could make a living in some kind of business when their time of officeholding expired, and thus having an object to work for, they would be fitted for the future work in life that they had planned to perform. It is a common saying in Washington that after one has been in government employ a few years he is of no account for anything else. A large number have been in the departments ever since the law was passed, and at least 80 per cent. of those who receive from $900 to $2,000 per year could not get more than half as much money for the same work if they were employed by the busines men of the country.

Comfortable offices are provided by the government, the hours of work are from 9 A. M. to 4 P. M., with a half hour for lunch, they are paid twice a month, have six holidays, thirty days' annual leave, and thirty days' sick leave, with full pay, each year; and yet, with all these advantages, this class has grown to believe that after a long term of service the government should provide a savings bank or pension for them, after, as they claim, "they have given the best years of their lives to the service of the government," while every intelligent person knows that every day they have been in government employ there have been others just as competent, ready and willing to fill such places, and glad to perform the same service, even if their pay was considerably less.

I do not believe any political party can remain in power more than four years with the present civil service law in force. That it produces a continuous conflict with any party in power cannot be denied. Placing mechanics under civil service causes no end of trouble to any political party. Take that of printer. The Government Printing Office is a union office, while the Civil Service Commission does not recognize the union. A non-union printer may be examined and appointed, and the union will then either have to "whitewash" him and admit him into the union, or permit that large establishment to become a non-union office, and the political party in power will be flamed for the trouble arising from the action of the supposed non-political Civil Service Commission.

Prior to the passage of the civil service law six Presidents were elected for two successive terms each, and but one, Van Buren, was defeated; while since the passage of the law the only two who ran as their own immediate successors were both defeated, and the government has alternated from one party to the other every four years.

Let the present law be repealed, and a law passed placing only clerical positions under civil service, and provide for a term of not more than eight years, allowing those who have been in government employ four years longer, thus enabling them to prepare to depend on themselves instead of remaining wards or dependents of the government during life.

I would except the old soldiers of the rebellion, give them preference for positions they are competent to fill, and allow them to remain during their few remaining years, or as long as they can fill their positions.

That the people would approve of such action by our lawmakers at this time is almost a certainty.

Reflections of a Bachelor.

A woman is most critical of a man she hates and a man of a woman he loves.

A rainy-day club is an association whose object is to make women quit wearing old shoes.

When she gets to heaven the first thing a woman will ask is whether there are swing-shelves in the basement.

Sympathy is the fender on life's trolley car. Its' all right as far as it goes, but it isn't meant to take free rides on.

The worse behaved a woman's children are the more she always thinks she knows about bringing up other people's.

When a girl's corns hurt her so she limps she always says she must have twisted her foot somehow when she didn't know it.

FASTEST VESSEL AFLOAT

GREAT BRITAIN BUILDING A TORPEDO BOAT DESTROYER

To Beat the Famous American Admiral Porter—The Problem of Furnishing Air to the Crew is a Perplexing One.

London, April 13.—The English government is engaged in building what will be when completed the fastest boat in the world. Its object in constructing this craft is to possess a vessel that will be superior to the Admiral Porter, owned by the United States, and until a short time ago known as Torpedo boat No. 6. This marvelous craft that Britain is building will be able to steam 33 knots an hour, a trifle less than 38 miles.

"The Express" for that is the name of the coming record breaker, is now in process of construction at the shipyards of Laird Brothers, at Birkenhead. Her engines will be capable of attaining 10,000 indicated horse power. The tremendous power of this tiny boat, for she is only 350 tons burden, can best be apreciated by considering the fact that she will be able to develop fully as great an engine power as the Renown, a battleship now building for England, which will have a displacement of 12,350 tons. The Express will have as an armament one twelve-pounder quick-firing gun, five six and three-pounder quick-firing guns, and two Whitehead torpedoes.

While it is not known with certainty how the machinery will be arranged or the exact dimensions thereof, it is understood they will be as follows: Each set of engines will have four cylinders, the dimensions of which will be: High pressure, 18¾ inches; intermediate, 32½ inches; two low pressure of 33½ inches Each engine is of the three stage compound type, the stroke for all cylinders being 18 inches. The most noticeable point about the engine lies in the arrangement of the valves. The high and intermediate pressure cranks are similarly located, although at right angles to the high and intermediate cranks.

The arrangement described renders the design of the valves adopted possible. All the valves are combined in pairs, one above another in one chamber, each pair having a common valve rod. The result of this is a reduction of the number of moving parts and renders possible that very desirable arrangement of placing the engine in less fore and aft space. The air pump is worked direct from the main crank shaft. This latter is prolonged through a small crank shaft, a coupling joining the two. The diameter of the pump is 19 inches and its length of stroke four inches. The material used is such as to render breakage necessarily rare, for both piston and top cylinder covers are made of forged steel.

A cylindrical copper condenser, each with 920 five-eighths-inch tubes, is attached to every main engine. The total cooling surface is 3,040 square feet, and the total heating surface 8,500 square feet. The grate surface is 178 square feet. In front of the boilers are air bulkheads, the air accident doors of which close automatically whenever a bursting tube or other accident causes an escape of steam and a resulting pressure on the boiler side of the bulkhead. The construction of the boat with regard to safety, if the plans are carried out, will be as remarkable as her capacity for speed. She will have all the compartments her size will permit, and, although the ordinary torpedo boat can be smashed like an eggshell, this destroyer will be armed with a ram that could pierce the sides of a battleship. As far as danger to herself is concerned, if a battleship, or any other armored craft, should strike her a fair blow, she would be more likely to turn turtle than to sink. Her steering apparatus is of such a nature that it will act much more quickly than that of the ordinary craft. If she answers her helm perfectly it will be possible to turn the boat almost as quickly and easily as one would rein a horse to either side of the road, or turn about.

The accommodations for officers and crew will be superior to those in any torpedo boat destroyer afloat. The problem of air to the people who live between decks has always been very unsatisfactory in point of solution. No matter how perfect the apparatus for giving them plenty of oxygen, there has always been a sad lack of the elements that go to make up the purity of atmosphere. The Express, however, will have vents for the foul air that will result in supplying all hands with a full measure of that which the lungs need so much. Beside this, the ventilating system is a great improvement over all other craft of a similar class. It is apparent, too, that, while on most vessels of this sort the crew is compelled to remain below when the sea is at all heavy, on the Express the decks will be of use in very rough water.

The Express will carry no sail, what mast and rigging she has being intended for signal purposes. The executive officer, or the captain, as the case may be, stands on the little square bridge, just abaft the winch and cons the ship from that point. From the conning tower and turret combined, on which the bridge rests, projects the twelve-pound rapid-firing gun. Most of the guns, however, are between decks, and the firing is done through portholes. A shot from the twelve-pounder, however, would send the majority of torpedo boats, with all on board, to Davy Jones' locker, for when a torpedo boat sinks, there is, as a rule, small hope for those who man her.

That she will make the speed intended Laird Bros., are willing to pledge a heavy forfeit. While British government officials pooh-pooh the idea of her being built for the purpose of excelling the Admiral Porter, I am enabled to state upon the very highest authority that that is exactly the truth in the case. England has no expectation of going to war with Uncle Sam, but she does not propose to have any war vessel in existence which she cannot boast that she can beat.

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From the Detroit Free Press.

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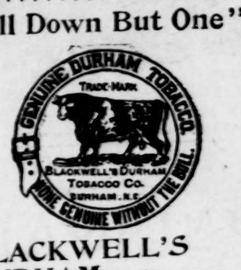
Irate Father (wrathfullly)—So you called to see what prospects you were going to have in my will, eh? Do you see that door?

Scapegrace Son (jauntily)—Ah, yes. That's where I come in.

"All Down But One"



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It was the foremost champion of Republican principles during the recent election and will continue to be the leading paper of the whole Republican party.

Atlantic & N. C. Railroad.

Time Table No. 2,

To take effect Wednesday, November 27th.

1	3	STATIONS.	4	2
a. m.	p. m.		a. m.	p. m.
7:20	3:20	..Goldsboro	11:25	8:00
7:23	3:40	..Best's	11:03	7:20
8:16	3:49	..LaGrange	10:52	6:50
8:36	4:00	..Falling Creek...	10:42	6:20
9:54	4:14	..Kinston	10:32	6:00
9:38	4:21	..Caswell	10:20	5:18
10:15	4:30	..Dover	10:12	5:00
10:40	4:42	..Core Creek.....	10:00	4:00
11:15	4:54	..Tuscarora	9:50	3:28
11:31	5:00	..Clark's	9:42	3:20
1:30	5:25	..Newbern	9:20	2:50
2:12	5:50	..Riverdale	8:53	10:10
2:20	5:23	..Croatan	8:49	10:00
2.43	6:05	..Havelock	8:40	9:40
3:12	6:18	..Newport	8:26	9:06
3:25	6:24	..Wildwood	8:19	8:47
3:31	6:29	..Atlantic	8:15	8:28
3:51	6:42	..Morehead City..	8:07	8:20
		..Atlantic Hotel..		
			7:45	7:50
4:01	9:50	..M. City Depot...	a. m.	a. m.
p. m.	p. m.			

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S. L. DILL, Superintendent.

STORY OF A RUSSIAN HORROR

WRITTEN BY HER IMPERIAL HIGHNESS, THE CZARINA.

Wanted a Model of Christ, and Two Murders Were Committed to Supply Subjects.

(This story was written by the Czarina, for a volume intended for private circulation among members of the imperial family. Her Majesty figures in it under the name of "Princess Tella.")

It was in the early fall of 1894. Princess Tella's betrothal to the much beloved Nicholas, the Czarewitz, had just been decided upon in the family council, though the world and the press were still discussing the probabilities of such an event with many pros and cons. Officially Her Highness was already treated like a full fledged Russian grand duchess.

"Princess Tella left St. Petersburg yesterday on Special No. 17, and will dine in the imperial pavilion at your station tomorrow noon."

Thus read a dispatch received by the station master at Kornoff at 5 a. m. on September 2.

Half an hour later the adjutant of the governor general stormed into the railway official's bedroom to announce that His Excellency and entire staff would receive Her Highness with royal honors.

Prince Weripoloff to superintend the arrangements! The station master came near fainting when he heard the message. To dance attendance upon a princess was bad enough, but to satisfy the government's plenipotentiary at the same time was almost equal to attempting the impossible. Still it had to be done.

A hundred hands were at once engaged to clear the station and its surroundings of antideluvian dirt accumulated in tens of years of sloveliness, the floors of the buildings were scraped and scoured, and metal work and windows were highly polished. The gardeners of the town were next laid under contribution; so was everybody else in the neighborhood owning a green plant or a pot of flowers, a gorgeous rug or a striking piece of furniture, all being needed in decorating the depot of the pavilion. In the kitchen of the latter a caterer was busy, with a large staff of assistants, preparing superior delicacies, and all other work being abandoned for that of the moment the station house looked quite extraordinary, if not elegant, when shortly before the expected arrival of Special No. 17 the governor and his suite drove up in grand gala.

"Everything in perfect order," reported the station master.

"We will see," replied Prince Weripoloff, ungraciously.

Presently his suppressed wrath—he is always enraged at somebody or something—descended upon the head of the chief of police. The cabmen and drivers halting in the neighborhood where the princess might see them were in their working garb; they were dirty and must be ordered away. The railway laborers had to don their best uniforms at once. There wasn't enough police present, the entire force should be drawn up, etc.

These criticisms and orders were given in a few peremptory sentences and gurgles, as was the governor's habit. His Excellency would have considered it too much honor for an underling to address him in such a way as to make himself thoroughly understood. His officials and servants most of the time had to guess at the prince's intentions, and woe to him who translated the abrupt instructions he chose to issue wrongly; his bread and butter, even his liberty, were at stake.

Not until Special No. 17 actually rolled into the station, and the music corps of the Hessian infantry, garrisoned at Kornoff, struck up the royal welcome hymn, brightened Weripoloff's face. After giving a last look to the master of police at his side, a look that said: "If there is an accident today consider yourself discharged," the stern governor changed into a smiling, happy courtier. He rushed to open the door of the salon carriage with his own white-gloved hand, and bowed as low as Her Highness followed by two elderly ladies and a number of army officers, walked down the steps.

"General," said Princess Tella, "for the last few hours I have admired the province you govern. I am told you have done much to improve it. You like to live here?"

"To live and die here," replied Weripoloff.

"I understand, and if I had any influence at St. Petersburg I would surely exercise it in your favor. But why should you fear to lose your post? You are not a liberal?"

"Grand Ducal Highness, I have many enemies, and a dream I had weighs heavily on my mind."

"You may tell me of it later on," laughed Princess Tella. "These are my companions, Princess Eslaff and Countess Wabbern. The gentlemen know each other. Then Her Highness ordered that dinner be served, and the repast was enjoyed heartily by everybody. When coffee was brought in Princess Tella, who wanted to humor the governor, said: "But now about your dream. Out with it, Excellency."

"It is quickly told," said Weripoloff. "I dreamed that a lovely peasant was the cause of my disgrace and dismissal."

"And when did that happen—the dream, I mean? queried Her Highness. "Three months ago."

Princess Tella laughed. "I must comment you," she said, "on your forbearance. I have seen any number of beauties while traveling through this province. If your excellency were inclined you would have transported at least one-half of the population to Siberia."

Saying this, Princess Tella walked to the window and looked out into the courtyard below, where a number of railway laborers were drawn up in line, attired in their best.

"Fine specimens of manhood you have hereabout," she continued. "Look at that fellow on the left wing. I never saw a better model for a head of the Savior. By the way, General, is there any objection to sending the man to St. Petersburg, where I intend to return in a few weeks? He could sit for the altar piece with which I hope to present His Majesty the Czar for Christmas. It is to be placed in the house chapel."

The governor fairly beamed with devotion. "Your Grand Ducal Highness' wish is a command to me," he replied without hesitation.

At that moment the chief of police entered, carrying two dispatches, one addressed to Princess Tella, the other to Weripoloff. Her Highness attempted to turn the general's telegram over to him, but Weripoloff explained that etiquette forbade him to open it in her presense. So Princess Tella read her message, which was one of greetings and good wishes by the Czarewitch, and then the other. "I'm sorry," she said, "the dispatch calls you to report at once to the minister of the interior. I trust it's nothing serious."

Presently the announcement was made that the train had to proceed, and Princess Tella took her leave hastily, amid the hurrahs of all assembled. But what did it mean, Her Highness not appearing at the window to wave her adieu and thanks for the reception, as is customary? Weripoloff, never-thinking that as a foreigner the princess might be unacquainted with the Russian usages, noticed the omission with alarm.

Perhaps somebody or something had offended the great lady. If that be the case, he, the governor, would be the sufferer in the end. The general turned savagely to the master of police:

"Your men looked and acted like drunken loafers in the presence of Her Highness," he cried, "and on the outer side of the rails were no guards whatever. It seems to me, Ussloff, you neglect your duty more and more. Mind, I will not stand it much longer. Either you must execute my orders to the letter or give up your epaulettes. Tonight I will leave for St. Petersburg. See to it that I find no cause for complaint upon my return. And, by the way, that laborer, whom Princess Tella was gracious enough to notice, must be sent to the capital at once."

With this the mighty one boarded his troika and drove off. As soon as he was out of hearing distance Colonel Ussloff ran over to where his lieutenant was stationed.

"Schelinsky," he snorted, "may the devil take you and your men. Miserable dunces that you are, our whole reception was spoiled by the combination of carelessness and slovenliness you represent. Where are your eyes, man? Of course, you placed no guards on the other side of the rail. A child would have known better, but you appear to think authority was given you for no other reason but that you may smoke cigarettes in places where smoking is generally forbidden. And another thing, who was that scoundrel who dared raise his eyes to Princess Tella, or at least to the window where Her Highness stood?"

"The guard," Schelinsky tried to explain, "was lying on the ground according to orders issued at the time when the Czarewitch passed through here."

"Rot; His Imperial Highness honored this station six months ago. Today the guards should have been visible. But as to that rujan, who is he? Does nobody know him?"

"Please, your Honor, it's Mischa, with his full name Michael Alexandroff," spoke up Policeman Duschkin; "I had my eyes on him all the time."

The Colonel fairly jumped with rage. "You have seen everything and yet failed to break that dog's ribs? I shall fine you a month's pay for your stupidity." Then, turning to Schelinsky, the Commander continued: "Take some of your men and arest Mischa, then report to me."

The Lieutenant bowed submissively. "And what is to be done with the fellow?"

"He goes to St. Petersburg, to the Peter-Paul Fortress, of course," snapped the colonel. "That done, you will keep to your room for three days, and the next three days do day and night service—that to remind you of your neglect of duty on this august occasion."

The station master, who had overheard the colonel, approached Schelinsky when the police mogul had withdrawn. "I'm sorry for you," he said, good-naturedly; " you were punished for no reason whatever."

"Pshaw," laughed the lieutenant, that's the way of the world. Big fish will always eat the little ones. There is only one way out of it—grow and become an oppressor on your own hook. I am a terror in my own little way, and can visit my displeasure, if I feel any, on quite a goodly number of people. There is this Mischa, for instance, the cause of all this trouble. Perhaps you think I won't take it out of his hide. We will see. Duschkin, you will attend me on this mission."

II.

Michael Alexandroff, called Mischa for short, was one of the regular train hands employed at Kornoff. This had been a red-letter day with him: Suspension of work since noon, double pay and the unique experience of seeing a real, live princess! Ah, that was worth celebrating. So, before going to his cabin, he purchased a quarter of a liter of vodka and a bag full of ginger bread for Maschinka. Poor, little Maschinka, she doted on gingerbread, and got her fill of it only once of twice a year.

They had been married for seven months and already owned the little cabin where they lived—the cabin, a table, cupboard, bench and a bed. More still. The gilded shrine that occupied the place of honor on the principal wall of their hut, was all paid for. And how did this come about? Mischa had given up vodka as a steady diet when he took unto himself a wife, and if the little stranger they expected soon was a boy, he would give up entirely. Yes, indeed, he would.

When Mischa got home he was a little the worse for liquor and full of talk and nonsense. "I've seen a real princess," he said, "and what is more, she has seen me. She came to the window to do it, and pointed me out to the Governor."

"You are a liar, Mischa," cried the young woman with good-natured bluntness, "why should such great people want to point at you?"

"I don't know, I am sure, but perhaps they were attracted by my new boots. I had polished them till I could see myself in them."

"Pshaw, you just want to make me laugh, but inasmuch as you brought me gingerbread, allow me to eat in peace."

They sat down together, she munching with every relish, he watching her white teeth work and sipping from his bottle. They were the picture of contentment. Suddenly the door was opened with a crash. The police lieutenant and Duschkin entered noisily.

"We are looking for you, Michael Alexandroff."

Husband and wife jumped up. "It must be a mistake, gracious master," cried both, and Mischa added: "My passport is in order, master; I have paid my taxes, though they were extremely heavy. Still I paid them."

"No need of telling me that you find no pleasure in giving the Emperor what is the Emperor's. We know all about you, rascal. Have you any printed or written matter in your cabin? Better confess, for we shall surely find everything."

"God save me, master, I can neither read nor write."

"That's a moth-eaten excuse, which may be reversed under the pressure of the knout. Meanwhile, you, Duschkin, try and rout out the stuff." If there be any suspicious articles we must find them. Search well and spare not their rags."

The officer executed the order to the letter, leaving no piece of furniture, or fire wood either, unturned, throwing the contents of the cupboard and bed on the floor, and ripping up the mattress despite Mascha's wailings. Of course, he found nothing except the half empty vodka bottle, and this he placed carefully out of sight.

"Nothing to be found, master lieutenant."

"Never mind, they probably have proofs enough in St. Petersburg, anyhow, to transport them for life. Now handcuff the scoundrel, but so that he feels it. Quick."

"Great God," cried the woman, pardon him, little father, whatever he has done; he cannot have sinned much, or I, his constant companian, would know it. Release him, gracious master, for this time only. All we own in this world shall be yours."

Schelinsky looked down upon the kneeling Mascha as if she was a dog awaiting punishment. His eyes swept the disordered room contemptuously.

"Don't lick my boots, baggage," he cried; "and consider yourself lucky if I do not report you for offering bribes to the police. Duschkin, I order you a second time to hurry."

Mascha's tears flowed freely. In spite of Schelinsky's haughty injunction, she embraced his knees again and again and kissed his dirty boots, crying aloud for mercy.

White with rage, the uniformed brute tried to shake off the miserable creature, but Mascha hung on, until finally, beside himself with fury, Schelinsky struck her a fearful blow that sent her reeling toward the floor. In falling the poor girl struck her head against a corner of the iron bedstead. A stream of blood gushed from the wound in her temple and she sank down with a low moan, unconscious.

Michael until then had remained seemingly apathetic and silent. But seeing his wife maltreated, all his manhood rose to ferocious exasperation.

With a cry of anguish and defiance he clutched his long arms around the officer's waist, lifted him a few feet and flung the body heavily to the floor, simultaneously throwing himself on his prostrated enemy and throttling him.

At that moment the saint's shrine, detached from the wall by the commotion that shook the cabin from roof to cellar, came tumbling down, falling at the side of Schelinsky's purple head, which it missed by an inch or two. And what no earthly power could have done, loosening Mischa's iron grip on his victim's throat, this sign from heaven accomplished in an instant, for the devout peasant thought that most natural occurrence nothing short of a wonder.

Indeed, to his mind, it voiced God's own stern injunction: "Thou shalt not kill." Mischa raised his knees from the fallen man's breast; he stood up silently, his arms and hands hanging down. Duschkin found no difficulty in handcuffing the giant, though the unhappy fellow knew full well that his last hour of freedom had passed, probably passed forever.

His eyes, still bloodshot, sought those of his beloved, good-natured Maschal lying on the ground, her head in a pool of blood that steadily increased. Great God, they were closed! Was she dead? Michael felt as if his own life was ebbing away. A feeling of unwonted irresolution and exhaustion crept over him. He would have fallen if a vigorous kick, applied by his spurred boot of the police lieutenant, had not recalled his senses.

A few seconds afterward the three men were on the highroad to the station house. None had made an attept to arouse the unconscious wife, who was soon to become a mother. Mischa was too dazed to do it. Duschkin dared not take his eyes from the prisoner. Schelinsky would not allow a humane sentiment to interfere with what he considered his duty.

The neighbors, of course, were conscious of what had happened, having witnessed the affair from the windows, but though Maschinka was now alone, none was bold enough to come to her aid. That red-haired Michael was a criminal, perhaps a Nithilist, was quite clear to his former friends; and they also knew that to assist "the scoundrel's" wife was tantamount to incurring the displeasure, or even the suspicions, of the authorities. Ah, if there were no eavesdroppers, no informers about, every one in the crowd would have been only too eager to help, but as things were it would be like putting one's head into the noose. While drinking or in court no one is master of his tongue.

"God will assist her, for He is gracious," whispered men and women among themselves. Then making the sign of the cross each went about his or her business. In the cabin all was quiet as death. From time to time a drop of blood oozed from poor Maschinka's wound to join the big pool that was eating its way into the boards, but the element of dying life ebbed slower and slower. One of the neighbors asserts that only once, toward night, a vague noise broke the awful stillness that hovered over the unhappy roof. The listener thought she had heard the name "Mischa—Mischa" pronounced once or twice.

III.

When the police came next morning to again inspect the premises and search for hidden evidence of lawlessness they found only a dead body, holding in the right hand a small, much worn crucifix.

Had any of the folks living near dared proffer assistance after all, and, finding all earthly hopes vanished, fixed the symbol of the promised land between the fingers of the dying woman?

Duschkin might perhaps have enlightened his brother officers. It will be remembered that during his first visit he discovered a bottle containing vodki, and placed it handy for future use, no doubt. That bottle was gone, and Duschkin did not search for it—certainly a suspicious circumstance.

Maschinka's body was carted to the station, and from there to the cemetery. The master of police swore great, big oaths when he found he had to bury her. There was no appropriation for such purposes, and it made necessary a lot of writing and reporting.

Michael Alexandroff's commitment was made out the same night. It read as follows:

"By order of His Excellency, the Governor General:

"Send to the Peter-Paul fortress.

"Guard carefully, treat severely.

"Special reason: Murderously assaulted the officer commanding his arrest."

"Well," said the sub-lieutenant, in whose custody Mischa was to make the journey, "in conformity with regulations, I ought to chain you to the car, but I will not act meanly. Just put your hand in your pocket and see what there is in it."

"They have cleaned me out at the station," replied Mischa with a sad smile, "even my boots they took away, claiming they were, in all probability, lined with revolutionary literature. The Sergeant gave me these sandals in return before I was brought to the depot.

"All that emphasizes the seriousness of your case," said the sub-lieutenant sternly. "If these fellows in Kornoff were not sure that you will never have occasion to testify against them, they would not have treated you so badly." Then turning to the guards, the official shouted: "Chain this scoundrel to the bench, and keep him short, and whoever talks to him one single word will renew acquaintance with my corporal's cane."

This hard usage was far from galling to Mischa. Since he had been torn from the bosom of his beloved wife—left her in agony, dying perhaps, on the floor, a feeling of unutterable distress and overcome him. It penetrated to his soul and numbed his senses. Absolute quiet was all he craved.

IV.

Nearly three months had passed. A great empire had lost its spiritual and mundane head, a hundred millions of people their father. Princess Tella was a bride, perhaps the most envied woman in the wide world, for the influence which General Weripoloff had once imputed to her was now a reality, a factor that all the governments of the earth had to reckon with, if one might believe the public prints.

At a reception held in the winter palace toward the end of the month, she espied Prince Weripoloff among thousands of guests, and all of a sudden the memory of her short stay in Kornoff flashed across her mind. An adjutant brought the smiling governor quickly into her presence.

"I want to thank your Excellency for the splendid welcome offered me some months ago," she addressed the smiling official, "and then furthermore ask what has become of my model with the Christ head?"

"The master of police in Kornoff was, at the time, informed of your Highness's wishes. I will ask him by telegraph to report immediately."

"Do so, general," said the Princess, "and tell the peasant I will pay him royally for his trouble."

Six hours later Prince Weripoloff received an answer to his dispatch, which read as follows:

"Michael Alexandroff was sent in irons to the Peter-Paul Fortress on September 4th.

"USSLOFF."

The governor drove at once to the fortress. "Michael Alexandroff," mused the commander, turning over the leaves of a ledger, "let me see? Ah! I knew there was something disagreeable to report on this case. Here it is:

"After behaving most insolently at his trial and refusing to confess, Michael was knouted, receiving fifty strokes," the commander added. "Fifty—not too much for a man of his bund. But next morning he was found hanging in his cell—dead."

The official looked up complacently after making this statement and offered the inquiring general a cigarette. But Weripoloff rudely pushed away the silver case.

"Found hanging," he cried, "you might as well tell me that he died of the measles. I tell you—" shaking his fist in the commander's face. "It's some of your dirty work. You, or your men, murdered this poor peasant."

The commander tried to explain to prove that "the whole mistake" was due to Weripoloff's peculiar method of issuing orders, but the Prince would not hear of it. Instead he persisted in charging the commander with all sorts of crimes. They parted as enemies for life.

When the governor-general arrived at the palace Princess Tella was absent, and before he could see her next day she had received the report of the commander of the Peter-Paul fortress, supplemented by one which the Kornoff authorities sent by wire. However, she listened to the general's excuses, but when he went so far as to remark that he would procure another model for her Highness, she dismissed him abruptly. In the antechamber was Count Wolnoff, the adjutant du jour.

"I have orders to request your Excellency to hand in your resignation at once," he said.

"I knew it would come to this," replied Weripoloff, "but pray what will be done with the master of police who caused all the trouble?"

"He has been dimissed without the usual pension."

"He will be sent to Siberia for mar slaughter, there to remain within the pleasure of the crown."

"So my dream has become true," moaned the Weripoloff—a lowly peasant is the cause of my dismissal and disgrace."

Tella is building a church in Kornoff. It will be called St. Michael's chapel. The act will not atone for the fearful crimes committed, but poor Mischa's brethren will have work and their physical condition wil be improved.

Even the almighty Czar could not do more. ALEXANDRA.

STILL TRYING

To Find Out the Use of the Roentgen Rays.

European doctors are trying to find out what use can be made of Roentgen rays in the treatment of disease. No decided results have yet been obtained from the experiments with the rays on the various kinds of microbes, but Prof. Loitet, of Lyons, who inoculated two sets of guinea pigs with tuberculosis, found that those exposed to the rays showed no signs of disease, while in the other tuberculosis followed its regular course. Dr. Ausset exposed the abdomen of a seven-year-old girl, afflicted by pulmonary and abdominal tuberculosis, to the rays for an hour daily for three weeks. During that time she improved and gained flesh, but, on the treatment being discontinued through the loss of the apparatus, she grew worse rapidly and soon died. Dr. Freund of Vienna has removed a pigmented hairy growth that covered the whole back of a four-year-old child by exposure for ten days to the action of the rays.

It Was.

"Simon Madden was taken to the asylum as the result of smoking 200 cigarettes a day."—Daily Paper.

He smoked and smoked and smoked away;
It did his family sadden.
Two hundred cigarettes a day
Smoked youthful Simon Madden.
He's now in the asylum gray,
And Doctor Squills McFadden,
He says two hundred scroots a day
Was quite enough to Madden.

THE

Commercial and Farmers Bank,

RALEIGH, N. C.

Commenced Business September 30, 1891

Statement of Condition December 31, 1896.

CAPITAL STOCK,	$100,000.00
SURPLUS FUND,	16,000.00
NET UNDIVIDED PROFITS,	8,708.47
DEPOSITS,	330,033.23

No Interest Paid on Deposits. Safe Deposit Boxes for Rent

OFFICERS,

J. J. Thomas, Pres. Alf. A. Thompson, Vice Pres.
B. S. Jerman, Cashier. H. W. Jackson, Ass't Cashier.

DIRECTORS

J. J. Thomas, Ashley Horne, G. W. Watts, J. B. Hill, H. B. Battle, B. N. Duke, Thos. H. Briggs, A. F. Page, Fred. Philips, H. A. London, A. A. Thompson, Jno. W. Scott, R. B. Raney, J. E. Shepherd.

The National Bank of Raleigh,

RALEIGH, N. C.

Capital Paid In, - - - - - $225,000.
Surplus and Undivided Profits, - 80,000.

Officers:

Chas. H. Belvin, President. Chas. L. Johnson, Vice President.
F. H. Briggs, Cashier.

Directors:

Chas M. Busbee, Chas. H. Belvin, Julius Lewis,
J. A. Briggs, Thos. B. Crowder, F. O. Moring,
J. B. Batchelor, Chas. E. Johnson, W. R. Tucker.

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HARRIS'

LITHIA CARBONATED.

We guarantee that one glass of Harris' Lithia Carbonated Water Will relieve any case of indigestion in one minute's time, or money refunded; or if taken after each meal will cure any case of indigestion.

Read what the noted Dr. Davega, of Chester, S.C., has to say for it:

"MR. J. T. HARRIS—Dear Sir: For the past eight months I have been using Harris' Lithia Water with most excellent results, where I have been able to get my palients to drink a sufficient quantity daily. The Carbonated has no equal in gastric disturbances. In old chronic dyspeptics if you will wash the stomach with salt and water, and half an hour later have your patient drink the Carbonated Lithia, you will make many friends and improve many stomachs. It is an excellent table water. It is an excellent laxative, and is a sure cure for flatulent dyspepsia.

S. M. DAVEGA, M. D"

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Grocers and Wholesale Agents for Harthorn Saratoga Water.
Trade Supplied.

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I have on hand a very large stock of Canned Goods of the very best brand, that I am anxious to dispose of at

Very Low Prices,

such as Tomatoes, Corn, Early June Peas, Apricots, Peaches, Pears and Cherries. Also have a large lot of nice Virginia and North Carolina Country Meats, which I can offer you cheap. Have endless varieties of Teas and Coffees, Harvey's Pure Leaf Lard, and Tarbell Cheese.

Goods promptly delivered. Phone 52.

M. ROSENTHAL.

$1.00. Ink Sets. $1.00.

2 Liberty Bell Automatic Ink Stands.
1 Quart Williams' Writing Fluid or Copying Ink.
1 Half Pint Williams' Crimson Fluid.
1 Half Pint Williams' Mucilage.

ALL FOR ONE DOLLAR.

The Sets are worth $3.00. Only a limited quantity will be sold. Order promptly if you wish any.

These Sets are put up in a neat wooden box for shipment.

Raleigh Stationery Co.,

RALEIGH, N. C.

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OFFICE OF PUBLICATION:

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TELEPHONE No. 265.

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Invariably Payable in Advance.

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WEDNESDAY, APRIL 14, 1897.

INADVERTENCY AND PIRACY.

We published in yesterday morning's Tribune a splendid account of the terrible railroad accident on the Southern on Sunday morning that should have been credited to the Charlotte Observer in an extra edition Sunday evening. It was a piece of excellent newspaper work that ought, and we believe will, be appreciated by its many readers as well as many thousands of readers outside its own circulation, as the account of the accident has gone to the four quarters of the continent. We congratulate our esteemed contemporary upon its timely enterprise. However, our want of credit was an inadvertency—an oversight of the printer, and not a deliberate act of piracy as perpetrated by the News and Observer, which published the same thing, word for word, as appeared in The Tribune, and did it under the head of "Special to the News and Observer," with the exception of a dozen or so lines in the introductory. In defense of an enterprising journal like the Charlotte Observer we call the public's attention to these facts.

THE DAY RECALLS OLD TIMES.

Thirty-two years ago yesterday General Sherman's advance entered Raleigh, and there live two men (and there may be others) in Raleigh, who were with General Kilpatrick's cavalry division who were among the first who entered the city—Major Hayes and the editor of this paper.

It was the close of the war, and while there were some things which happened in those days of war that are not pleasant recollections, time has healed the wounds, and "Yankee and Confed." now clasp hands in friendship and union. We remember well the day we dashed into Raleigh, soon after the advance had entered the city with Major Hayes at the head of the scouting party, and if we were glad then, how much more rejoiced are we today in the enjoyment of the respect of some of the best men in the city whose heroic gallantry won for them immortal names. Then it was deadly strife; now it is peace and harmony, and among the greatest pleasures we have is in sitting down and talking over old war times with ex-Confederates, and when we received a few days ago the following letter, it made our heart rejoice. It was not written for publication and marked private, so we withhold the name:

"I am an ex-Confederate. On the 27th of June, 1862, I left a leg near Malvern Hill, Va. With me there is no North nor South. I admire a true man wherever I see him. I have never regretted being a Democrat, especially since the Republicans elected Governor Russell. I am well pleased with your paper, so far. While I believe you are a true Republican, I don't believe there is so much distance between the best men of the two parties as some have supposed. Have not the two last Legislatures been enough to satisfy thoughtful people that passion and party spirit should not govern us?"

Coming from an ex-Confederate to a Union veteran and Republican newspaper, we consider it a sign of better times and a more perfect understanding, and encouraging for final reconciliation.

APPOMATTOX DAY.

Thirty-two years ago today, in a modest farm house at the little settlement of Appomattox Court House, in Virginia, there was signed, sealed and delivered a compact between two men which marked the close of the greatest tragedy that the western world has ever witnessed. Gen. Robert E. Lee, says the New York Mail and Express, chivalrous son of the Old Dominion and gallant commander of the military forces of the confederate States, there surrendered the Army of Northern Virginia to Gen. Ulysses S. Grant. The sword had done its part. The pen took up the task of pacification, and with a single stroke decreed that the river of blood should cease to flow and the hand of the American be no longer turned against his brother. From the devastating storm of shot and shell there burst on that 9th of April in the long ago a rainbow of peaceful promise that reached from the humble Virginia home of William McLean to the uttermost limits of the Nation, North, South, East and West.

The campaign which culminated in this meeting of Grant and Lee, and which was quickly followed by the final incidents of the surrender of Johnston to Sherman, and of all the remaining confederate forces east and west of the Mississippi to Canby, figures as one of the most notable in modern history. For it must be remembered that the campaign in Virginia, by which the final blow at secession was struck, included within its plans the march through Georgia by Sherman, who acted under the directions of Grant, then commanding, under the President, the armies of the United States.

The campaign in Virginia covered a period of eleven months and five days, from May 4, 1864, to April 9, 1865. That it should have been so protracted was a tribute to the generalship of Lee and to the courage and endurance of the men under him; for the confederate army numbered at the opening less than 70,000, against an aggregate of 155,000 in the two Federal armies of the Potomac and the James. Among the battles waged between the day that Grant crossed the Rapidan and moved against Lee and the day that he entered the McLean homestead to find Lee prepared to meet his demand for surrender, were those of the Wilderness, Spottsylvania, Cold Harbor, Chancellorsville, Petersburg, Five Forks and Winchester, with the capture of Richmond on April 3 as the beginning of the end.

It was on one or another of these bloody fields that Sheridan made his name immortal; that the gallant Sedgwick fell; that Hancock added laurels to his wreath; that Meade and Butler and Sigel and Wallace and Burnside and a dozen other commanders whose names are written high on the imperishable roll of National honor, drove a foe who was worthy of their steel step by step toward the inevitable end. And it was in this campaign, be it remembered, that William McKinley so proved his metal as to win warmest commendation from his superiors and a new commission from Abraham Lincoln.

From the morning following the evacuation of Richmond and Petersburg on the night of April 2, the surrender of Lee became a question of days merely. Broken in numbers, without adequate provisions and pressed by an overpowering force, his army retreated toward Danville, pursued by Sheridan, Meade and Ord. Lee's 70,000 well-disciplined men of eleven months ago had dwindled to some 25,000, completely demoralized. It was a race with fate—hopeless, blind. Grant had already triumphed. His trained eye saw on the 7th that Lee's further retreat or escape from the point he had reached on the north side of the Appomattox was impossible. It was then that his great spirit, shrinking from unnecessary slaughter and the utter annihilation of a courageous foe already fallen, came to the rescue of Lee with a proposition to surrender, on terms the magnanimity of which moved the Southern warrior from his self-control and won the admiration of his shattered army.

It is an old, old story—that of the scene which closed the war of the rebellion—yet ever new. But of all the anniversaries of the 9th of April that have come and gone since Grant and Lee clasped hands at Appomattox surely none has been so worthy of recognition as today. Gone are the principals in that scene, and few are the remaining heroes of that campaign. Lee sleeps in his loved Virginia; but we approach the day when a reunited country is to place the treasured dust of the man who conquered him, to save a Nation, in that beautiful mausoleum on the Hudson's bank, which for all time must be the shrine of Americans and the city's sacred trust.

No mere tribute of the pen can exaggerate the value of Grant's services and example; but it were well, on this anniversary and the eve of the significant ceremonies in Riverside Park, to recall with reverent thought the four great virtues that were illustrated in his life and death—patriotism, fidelity, patience and courage.

HEDGING OR SOMETHING ELSE.

Since Mr. Tucker enjoined the Governor our esteemed morning contemporary dropped out of the controversy of "Government by injunction." The editor drew the line between the Governor and Mr. Tucker in favor of the latter, and his pretence of opposition to "government by injunction" was, to all appearances, simply to fight a railroad company, and ever since that eventful time in the life of the editor he has had little to say about the Southern. Such a sudden collapse is worrying his readers, who read scarcely anything else in his paper for months. A whipped dog always carries his tail between his legs, but, by the way, we saw a feeble little paragraph in the News and Observer yesterday morning, laid away in an obscure corner, that timidly calls the attention of the Railroad Commissioners to the earnings of the road and suggesting reduced rates. There has been such a want of consistency and fairness in that journal the past few months, that it is not likely the Commissioners will fall over one another to reduce the rates, but at the same time they have duties to perform—that is, we presume that was the object of the establishment of the Commission; but even in the discharge of these duties, it is barely possible they are men of affairs to sufficiently understand business and the wants of the people. Here is the obscure item:

"The Southern Railway receipts for March, 1897, were $142,000 more than they collected out of the people for March, 1896. While they are thus increasing their receipts, the prices of cotton and other farm products are lower. There is surely a chance for the Railroad Commission to reduce rates to the people."

FLOOD SUFFERERS.

President McKinley set the pace when he appealed to Congress to appropriate $200,000 for the flood sufferers. Following in his wake are the great dailies of the North, and among them the New York Mail and Express, which in an editorial says: "If any additional evidence were needed to emphasize the National character of the disaster caused by the Mississippi floods, it is supplied by the special bulletin just issued by the department of agriculture, based upon a weather bureau chart of the inundated area. Millions of acres and thousands of farms are involved in the State of Mississippi, Missouri, Tennessee and Arkansas, which are the chief sufferers. An accurate calculation of the area and the market value per acre of the farm land under cultivation in this fertile section when the rush of waters brought devastation shows invested capital of not less than $76,000,000.

Seventy-six millions of agricultural interest in the valley of the Mississippi practically wiped out for a seasoon!—a sum to restore which would require a contribution of more than a dollar each from every man, woman and child in the United States. At this distance it is almost impossible to comprehend what this loss means to the stricken communities, or the suffering and misery that it entails. And yet we have been forced to witness members of Congress raising objections to and entering protests against the $200,000 relief measure passed in response to the President's appeal.

If another $200,000 should be found necessary, the country would rise as one man to demand further action by Congress. It is not a time or a case for hair-splitting.

Joe Caldwell has finally discovered, or thinks he has, what the "initiative and referendum" are, through the description by the Wilmington Messenger of a brilliant floating mass in the heavens with net work about the aerial wonder, throwing out its searchlight and things.

There is a lull in the storm, but we hear the rumbling of a cyclone.

JERRY SIMPSON'S VETO.

For several days the eyes of the Hon. Jerry Simpson have been fixed sternly upon the Hon. Thomas Brackett Reed, says the New York Sun, and the eyes of the rest of mankind have been fixed upon Mr. Simpson. There have been occasions when this eminent Kansas statesman, like many other eminent statesmen, has fretted and drooped because he could not catch the Speaker's eye. Many motions have remained immovable, and much hot eloquence has had to be served cold and late because of that fateful orb. At present, however, Mr. Simpson feels that in a moral and allegorical sense he has caught the Speaker's eye. Wherever Mr. Reed goes the power of Mr. Simpson's eye, mightier than that of Simon Tappertit, goes too. It must be highly uncomfortable for Mr. Reed to be pursued by the power of this eye, to be under the ban and spell of the Populist warlock. The other members of the House of Representatives are becoming uncomfortable also. The country is beginning to squirm visibly. The situation is intolerable. Mr. Simpson has theratened to stop most of the wheels of government except his own. Hs has ordered a pacific blockade of one branch of Congress.

It occurred to Mr. Simpson that it was only fair to the United States to give it the benefit of the counsel of the Populists in the House. These wished to be represented on the committees as members of a separate political party. In 1896 they were willing to pool their principles with the Popocrats. In 1897 they wish to be loved for themselves. They wanted Mr. Reed to bestow them on the committees as they desired. He is a man of great humor, but he was obliged to decline. In fact, he declined to appoint the committees until he got ready. Then up spake brave Simpson, the Sockless Socrates of Medicine Lodge. He hurled a glance at the Speaker, and said that if the Speaker did not reverse his decision and hurry up with the committees and add more Populists to them and consequently more happiness to the country, he, Jerry Simpson, would not allow the House of Representatives to transact any business. By the nine gods he swore it, the nine major gods of Populism, Browne, Coxey, Leedy, Lewelling, Lung, Scrutchins, Sovereign, Watson and Waite. And ever since the power of his eye and the bitterness of his ban have been upon Mr. Reed and Congress and the country. How is it possible to do anything good or great while Mr. Simpson remains unreconciled, the power in his eye and the spell still hissing from his lips?

Yet there is hope. Spring, with its blooms and its bicycles, occupies this floor of earth. Spring beckons to the Hon. Jerry Simpson, and every fibre of his nervous hands and splendid tibia answers. For some few hours every fair day he will not be in the House. He will be on his wheel, danger on a safety. The House will thus be able to do some business in spite of his veto, the power and the spell of his eye.

GEN. LEE TO REMAIN AT HAVANA.

Letters from Gen. Fitzhugh Lee to friends in Richmond indicate that he is no longer to be regarded as a gubernatorial possibility in Virginia next fall. While nothing specific has been conveyed, it is plain that he is willing to remain as consul-general in Havana until his successor is named, and that he has received no intimation from Washington as to when an appointment is likely to be made, says the New York Mail and Express.

We believe the consensus of opinion in this country to be that President McKinley could not do a wiser or more popular thing than to request Gen. Lee to remain for the present at his post. So far as our relations to the Cuban struggle are concerned, we are crossing a stream, and are in that position where, according to Mr. Lincoln, it would scarcely be prudent to swap horses. That President McKinley holds this view is apparent from the selection of his friend Judge Day as a special commissioner to Cuba. The extraordinary conditions have warranted this appointment. It is due to the President that he is enabled to secure the fullest and most accurate information from a source in which he reposes absolute confidence. It is not a case of party or of politics, but one of individual privilege.

From the fact that Judge Day is to go to Cuba, and that no new consul-general has yet been named, it is to be inferred that the President's intention is to have Gen. Lee remain at Havana, if he will, at least until the commissioner's report is filed; and from the tenor of the consul-general's letters to his friends it can only be inferred that he is willing to remain.

This is as it should be. Virginia will sacrifice a splendid governor, but Virginia's loss is the Nation's gain.

"SHARPS AND FLATS."

Of all eulogies of a great(?) Democratic statesman who served his party as few Northern men have served it, this from the facile pen of the editor of the Wilmington Messenger takes the gingerbread, and it, too, under the head of "Sharps and Flats:"

"Senator Voorhees, of Indiana, whose death was announced in Sunday's Messenger, made a distinguished reputation as an orator prior to the war in the John Brown affair, we think it was. He was much read and lauded at the time. We remember being in 1868 at Oxford, Miss., and his name was in the mouth of all by reason of his appearance there in a case in the court. We did not see or hear him. He bore a good reputation in the Senate, in which he so long served, for oratory and ability. He was not particularly distinguished for unyielding tenacity of Democratic principles always, and in 1893, was conspicuous in his advocacy of Cleveland's movement against his party. He had passed his 70th year. He was of Ohio birth. Peace to his soul."

THE DISTRESS OF THE FARMERS' ALLIANCE.

The Farmers' Alliance in North Carolina, as in many Southern States, attained a wonderful power in a few years. The need of it was felt by farmers nearly everywhere, and its growth was consequently remarkably rapid. In North Carolina alone its membership numbered 150,000 men, the bone and sinew of the State. It was primarily an educational movement. The possibilities for good in it were beyond estimate. This was six years ago. Last week the secretary of the Alliance issued an appeal, pathetic and piteous; the Alliancemen, he said, have forgotten the principles of the Alliance; there is harmony, charity, fraternity no more; too many have neglected "to suppress prejudice and unhealthy rivalry and all selfish ambition;" and as a consequence the ship is in a storm and the rocks are not far off. No organization ever started with nobler aims or a worthier cause than the Farmer's Alliance. To join the farmers together, to band them in social clubs to instruct them and broaden their sympathies. But the Alliance fell into bad habits. Politicians saw its great influence, and therein set their hopes; and they have prostituted the aims and the cause of the farmers to their own selfish ambition. What is the matter with the Alliance now? Most of its public leaders are in public offices. It itself has been thrust into partisan politics. Those who have sought to rise to office through the Alliance have made it impossible for one to be non-partisan or unprejudiced and remain in the Alliance. The organization has been turned aside from its real aims and has been made a vehicle of selfishness. The farmers are still in need of an organization with principles like those of the Alliance; the "leaders" need no longer an independent organization—nothing less than an intensely partisan party will serve their purposes. As the secretary of the Alliance says, it is in its present condition not by reason of any opposition to it, but because of the prostitution of its principles.—Biblical Recorder.

This is a plaintive refrain from our Alliance friend, but it seems that it is going the way of all similar organizations that have arisen the past twenty years—on its road to the bone yard.

Senator Chandler is one of the brainiest men in the country, but he is too much like Senator Morgan to be a safe leader in critical times.

Before the nomination of McKinley, Chandler made a bad break when he declared that Mark Hanna was squeezing the manufacturers of the East for campaign money for the Major's nomination. The other day, because the manufacturers declined to supply the government with armor plate at less cost than it was worth, he advised that the government seize the works and manufacture the plate, and after the work was done turn them back to the owners, they to recover damages from the government. Morgan's latest nonsensical outburst is that the government should proceed at once to bombard Havana, because of the imprisonment of young Melton in a Havana prison.

For men of such reputation as statesmen, and really great men, to make such breaks is something astounding in times like these, troublesome even as they are. The remedy is far worse than the evil.

A few days ago in the local columns of the News and Observer there was a little humorous circular printed purporting to be the farewell of Winston's new daily, the Journal. It turns out from a letter from Editor Knight that the circular was a hoax. We take great pleasure in so announcing, as Winston is just a big enough town for another live paper, which the Journal is in every respect. May it live long and prosper!—News and Observer.

And, strange to say, the News and Observer proclaims, or at least those at the head of that paper, that Raleigh is not big enough for two daily newspapers. Is it possible the News and Observer believes that Winston is a better or more enterprising city than the beautiful City of Oaks? We know of no other course of reasoning according to the proposition or declaration.

RALEIGH AT NASHVILLE

THE CITY WILL BE REPRESENTED AT THE GREAT EXPOSITION.

Important Meeting of the Chamber of Commerce—Plans of the Monetary Conference for a Commission Endorsed.

President Pogue called the Chamber of Commerce to order last evening in regular monthly meeting. The following new members were elected: Chas. Pearson, Chas. McDonald, W. H. Overton and W. T. McGhee.

The Executive Committee recommended that the chamber take advantage of the proposition of the Seaboard Air Line for advertising Raleigh at the Nashville Centennial Exposition. The Seaboard Air Line is now constructing a mammoth car 125 feet long and double the standard Pullman in width, built, of course, to run upon a standard gauge road. In this car will be constructed apartments for railroad officials and Seaboard advertising matter.

In addition to this there will be sixteen apartments 6x12 feet, each of which will be devoted to a city or town on the Seaboard system. On the exterior of the car, alongside of each section, will be painted in conspicuous lettering the name of the city and any other data which may be desired relative to attractive features or enterprises of each.

Inside in the Raleigh department, provided the chamber takes a space, will be possibly a variety of scenery and other pictures, etc., illustrative of Raleigh and the State at large. The railroad company also wants to construct a desk in the apartment to be occupied by any agent or representative of the city who can give information about Raleigh, and distribute printed matter of an advertising character.

In addition to this the Seaboard Air Line offers ten tickets to Nashville.

Mr. R. H. Battle said that he thought that the chamber could not spend its little fund better than in advertising the city in this manner. He thought that it might be the means of bringing immigration from the Northwest to North Carolina.

He moved that the recommendations of the Executive Committee be adopted, and that the president of the chamber appoint the gentlemen who are to go. Mr. Leard said that this car would be located at a central point on the exposition grounds, near the Midway, where it would be in ready reach of all the visitors.

Mr. J. N. Holding moved that a committee be appointed to take charge of the printed matter to be distributed at Nashville to advertise the city, and that the ten gentlemen who go to the exposition to represent Raleigh constitute this committee.

Mr. Josephus Daniels at the previous meeting gave notice of a resolution changing the quorum from 13 to 10. The amendment was adopted.

Mr. Ashley moved that 500 copies of the constitution and by-laws be printed. The motion was carried. Secretary Allen said that only the names of the members of the chamber who have paid their fee for the year will be printed with the constitution and by-laws.

A letter was read from Mr. H. H. Hanna, of Indianapolis, Chairman of the Executive Committee of the National Monetary Conference held in that city, asking the co-operation of the chamber in carrying out the plans of the conference. Blank petitions were enclosed for the signatures of the business men of Raleigh. These petitions ask President McKinley to appoint a commission, representing the different geographical portions of this country and the varied shades of economic opinion, to consider and study the financial question and try to discover and recommend to Congress a better financial system.

Mr. R. H. Battle favored this commission. He thought that the government ought to be taken out of the banking business, and this can be done by the retiring of the greenbacks. He was sorry that Raleigh was not represented at this conference. It was non-partisan, and was the best that it could have been, in his opinion. "We want some system better than we have now." Let nothing be done which may in any way hinder this. If this commission can accomplish good let us have it. Mr. Battle said that he thought a banker or financier ought to understand managing the finances of the country better than others. Mr. Battle's remarks were applauded.

Mr. Ashley moved that all members of the chamber who see proper sign these petitions. The secretary was authorized to circulate the petitions.

Mr. Ashley offered a resolution thanking the Board of Aldermen and the Street Committee for the great improvement in the streets of the city. The County Commissioners were also thanked for granting an extension of Morgan street.

Mr. Ashley moved that the president appoint all the insurance men in the city as delegates to the insurance convention, which will be held at Southern Pines on April 27. Any other gentlemen who wish to attend will also be appointed delegates.

Mr. H. S. Leard, of the Seaboard Air Line, said that he had received a number of letters from the New Jersey editors since their return, and that they were all delighted with their trip, and especially with their treatment in Raleigh. One editor writes that he intends to come south again soon with sixty capitalists from Philadelphia. They will visit Raleigh with a view to investing here.

Mr. W. H. Williamson moved that the secretary be instructed to prepare a resolution on the part of the Chamber of Commerce thanking Governor Russell for his hospitality and liberality in giving a reception to the New Jersey editors. It was unanimously adopted.

Commissioner of Agriculture Patterson was also thanked for his kindness.

The chamber then adjourned.

Mississippi Rising Again.

Dubuque, Ia., April 13.—The river continues to rise at an alarming rate. It had gained half a foot in two hours and there is no let up. The stage of the water this evening is 17.6 feet and more is coming. Many people living in the lower sections of the city have been driven out of their homes.

PRESBYTERIAN LADIES

Inaugurate a Movement to Establish a Woman's Exchange.

PROFITS FOR NEW CHURCH FUND

TWENTY-ONE MEMBERS ARE ENROLLED—OTHERS TO JOIN.

Excellent Quarters Rented—Tucker's Creditable Donation—The Ladies' Aid Society and its Important Work for Sweet Charity's Sake.

A woman's exchange is one of the newest assured enterprises in store for the city of Raleigh, and there is every reason to believe that this much to be desired institution will be in operation by May 1st.

The ladies of the Aid Society of the First Presbyterian church are the movers in the establishment of the exchange, and the profits derived from its management will be donated to the building fund for the new Presbyterian church now in course of construction.

It is little more than a week since the idea of a woman's exchange was first suggested to the society, but despite this fact the plans are already well laid and suitable quarters secured. They have rented apartments in the building formerly occupied by the Young Men's Christian Association, corner of Morgan and Fayetteville streets, a few doors above The Tribune building.

It is the purpose of the ladies in conducting the exchange to receive any articles brought by members and keep them on sale, charging a fee of 10 per cent. for articles sold. None except members will be allowed to deposit goods for sale and a membership fee of $1.50 per annum is to be charged. Twenty-one members have already been enrolled and there is every indication that many others are yet to join.

Only last Monday a week ago the exchange idea was suggested by Mrs. Carpenter at a meeting of the society held at the church manse, and on last Monday at a subsequent meeting at the home of Mrs. Bates, Mrs. Carpenter and Mrs. Daniel were appointed a special committee on arrangements, and it was by them that the quarters were rented. It will be of interest also to know that Messrs. W. H. & R. S. Tucker have donated a number of show cases and other storeroom furnishings to be used in equipping the exchange.

It is the purpose of the promoters of the enterprise to arrange quite an attractive "place of business," and during the summer months refreshments will be served. At least for some time to come there will be no permanent keeper of the place. The ladies will alternate in attending to the duties of the exchange management, two or more ladies being on duty each day.

The society inaugurating the exchange movement has a membership of about 60 ladies and is quite an active one. They are doing much toward the accumulation of funds for the building of the new church, and in addition are quite closely identified with charity movements, especially among the poor of the Presbyterian congregation. They keep on hand an especial charity fund which is dispensed at the discretion of those delegated to look after such matters.

REPORT ON SUGAR BEET.

Agricultural Department Issues Interesting Data for Manufacturers.

Washington, D. C., April 13.—There is much information for those identified with sugar interests in a report just issued by the agricultural department on the sugar beet. In reviewing the cost of manufacture it says that in one hundred and thirteen factories operating in Germany the mean net profit for each factory was $32,249 for the year. The price reported paid for beets is usually fictitious, but first-class beets rarely sell for less than $5 a ton.

The Western Beet Sugar company of Watsonville, Cal., stated that in 1888-89, the cost of manufacture amounted to $80.80 per ton of sugar. The department holds now that with the beet machinery and most economic processes beet sugar can be made in this country at a cost of from 3 to 4 cents per pound, when the price of beets does not exceed $5 a ton. From reliable data it is stated that in Europe the cost of erecting a factory with the most modern machinery of a capacity of at least 300 tons of beets per day is about $200,000. In this country, owing to increased cost of transportation and the higher price of labor, the cost probably would be $250,000.

The report discountenances cheap manufacturing processes and holds out no reasonable hope to farmers of successfully establishing a home beet sugar factory, but predicts that the co-operative factory methods practiced in Europe, in which beet-growing farming holds part or majority of the stock, will eventually come into use here. Of 11,672,816 metric tons of beets delivered to the German factories in 1896-96, there were 2,689,004 tons grown by shareholders.

Seven beet sugar factories are now shown to be in operation in this country, and four others are building or contemplated. The rate of increase in sugar consumption for twenty-three years has been 278 per cent. in the United States, 142 in France; 159 in Germany, 107 in Austria, and 90 in England.

Just From Cuba.

A man named Echeverria from Cuba was on the north-bound mail train yesterday on his way to New York. He has been in the Cuban army and he is confident of the ultimate success of the patriots. The wet season begins on May 15th, and then General Weyler can look out. Echeverria is a young man about 22. He wore a golden belt and carried a dispatcher's bag slung over his shoulder. He wore a Cuban flag on his coat. He says the patriots are short of funds, but otherwise they are in good fighting shape. The stories of Spanish cruelty are terrible.

WARMER WEATHER WANTED

RAIN HAS DELAYED WORK, SAYS THE CROP BULLETIN.

Truck Crops are Growing Rapidly in the East—In the Central District Corn Is Up Cotton Planted.

The crop bulletin for the week ending Monday, April 12, 1897, is out. The weatner conditions in North Carolina for that week were slightly more favorable, though there has been again too much rain according to the bulletin. Fair, warmer weather is needed. The following is the report by districts:

The weather conditions for the week ending 8 a. m. Monday, April 12th, have been slightly more favorable, at least in the eastern portion of the State, though there has been again too much rain generally. A heavy thunderstorm with excessive rain of about two inches occurred early Friday morning. The temperature was considerably above the normal until the 10th, when it turned cooler with light frost in extreme west portion. Considerable progress has been made in planting corn; and some cotton has been put in. Truck crops and strawberries are growing well in the eastern district.

Eastern District—The first part of the week was warm and favorable for farm work, but after the heavy rain on Friday the weather turned cooler. Farm work progressed well at some points. Corn planting is now well advanced on uplands and some corn is up and looking well. Preparations for cotton are under way and a few farmers have commenced to plant. Beans are up and May peas in bloom. Irish potatoes are coming up nicely. Sweet potatoes are being bedded. Many correspondents report tobacco plants large and nearly ready to set. Some rice has been planted. Strawberries show little signs of damage by frost, and are setting fruit well and at many points ripening rapidly. Wheat, fall oats and clover looking well, and spring oats are green and have good stand.

Central District—The majority of reports indicate too much rain and consequently delay in farm work, but in many counties the early part of the week was fine for crops and farm work made some progress; still farmers are generally behind with their work. A heavy rain occurred early Friday morning, with some little hail, making land again too wet to plow. Corn in the South has been about all planted and is coming up well; considerable has been planted elsewhere also. Cotton planting is under way in the southern portions, but lands generally are not ready for it. Gardens are backward. Many Irish potatoes are planted and early ones up; sweet potatoes bedded; asparagus and peas doing well. There will yet be plenty of fruit, at least of apples; grapes have not been injured by frost and are putting out now.

Western District—Warm weather, favorable for the growth of vegetation, prevailed until the 10th, when a fall in temperature occurred, with frost in exposed places. The heavy rains at the end of the preceding week caused freshets and washed land badly, and, with several showers this week, kept the ground wet and continued to delay farm work. Comparatively little corn has been planted and much of the land is yet to be broken. Some gardening has been done. Irish potatoes have been planted and sweet potatoes bedded out. Wheat is fine and is jointing in places. Spring oats getting a good stand; planting still progressing slowly. Fruit trees are now blooming in the extreme western and northern counties and have escaped injury over a large section. Apples are probably safe as yet everywhere.

A TEMPERANCE RECEPTION

Tendered Honorary Members of the Y. W. C. T. U. Last Night.

The Young Woman's Christian Temperance Union of this city tendered quite an enjoyable reception to the honorary members of their society last night from 8 to 10:30 o'clock. The event was held in W. C. T. U. Home, on Martin street, and was attended by a large company of young people.

The earlier hours of the evening were devoted principally to religious services. Mrs. Dr. Carter, president of the W. C. T. U., called the company to order at 8 o'clock and made an appropriate address of welcome. Prayer was offered by Mr. Hood, and two sacred songs were sung in which all the company joined most heartily.

One of the most unique features of the entertainment was a puzzle entitled, "Our Temperance Workers," in which the letters comprising the names of foremost temperance workers of the world were interchanged in such a way as to make it exceedingly difficult to discover the name concealed. There was a prize awarded the person who deciphered them all. Mr. Fred Harding was the winner and the prize was "gold dust," a collection of golden counsels for sanctification, etc.

Later in the evening refreshments, consisting of ices and cake, were served by as pretty a body of young ladies as ever did the honor on such an occasion.

The evening was an exceedingly pleasant one, and it is a pleasure to announce that it is the purpose of the young ladies to give similar events at frequent intervals.

Last night there were a number of new members enrolled—young men, all signing the temperance pledge. Mr. Crawford, of the Park Hotel, took up a collection of about $2.

Both the "T's" and "W's" of the W. C. T. U. are in quite a flourishing condition and are doing some aggressive work in the temperance cause.

PARK vs. YARBORO.

May be a Baseball Game Between the Two Hotels Saturday.

Park hotel has organized a base ball team and has issued a challenge to the Yarborough hotel people for a game to be played next Saturday.

Mr. R. E. Crawford is manager of the Park team, and J. C. L. Harris, Jr., is captain.

The other members of the ball team are as follows: R. E. Crawford, pitcher; R. E. Shore, catcher; J. T. Tucker, third base; G. W. Waring, second base; A. Cowan, center field; F. A. Olds, Jr., left field; J. C. L. Harris, Jr., short stop; Col. Gill, right field; W. S. Primrose, Jr., first base.

At this writing it has not been learned whether or not the Yarborough people will accept.

EASTER WEEK AT THE NEW STORE!

The Store will be beautifully decorated with Easter Lillies, Palms and Plants, and the Big Show Windows will have special displays.

There is not a line in this announcement that isn't Brimful of money saving chances. A week to be remembered in retail merchandising

MILLINERY.

Grand Easter Exhibit of Bonnets, Round Hats, Toques, Turbans, Flowers, Feathers, Ostrich Plumes, Chiffons, Braids, Ornaments, Straw Hats in dress shapes. Walking Hats, Bicycle Hats, etc.

Embracing the largest and choicest collection of really desirable novelties.

EASTER LILLIES.

Growing Plants in full bloom delivered to any part of the city, $1.50

Points on Domestic Dry Goods

1 Case 4-4 Barker Bleaching, 1 Case 4-4 Androscoggin Bleaching, as long as same will last, not over 20 yards to a customer, for this Easter week, 5c.

Polar Corsets,	39c.
Ladies' Garters,	25c.
Men's Silk Scarfs,	12 1-2c.
Lad Leather Belts,	10c.
Linen Doylies, per dozen	40c.
Cotton Crash,	3c.
Pearl Dress Buttons,	5c.
Feders Brush Skirt Protector,	9c.
Ladies' Silk Vests,	50c.
Fine Melba Lawns,	5c.

KID GLOVE SPECIAL.

Easter Kid Gloves, all Colors, all Sizes, White, Pearl Tans, Black, etc., All this week only 44c.

Points on Domestic Dry Goods

1 Case Shirting Prints, Shirt Waist Styles,	3 1-2c.
40 inch Curtain Scrim	3 3-4c.
1 Case Grass Linen and Barred Muslin, richly worth 7½c., only	5c.
India Linen Remnants	5c.
Ladies Bleached Vests,	5c.
Sample Shirt Waist,	25c.
Sample Shirt Waist,	69c.
All Linen towels,	5c.
Night Robes for Men,	37c.
Men's Gauze Shirts,	15c.
Hose Supporters, all kinds,	10c.
Ladies' all Silk Gloves,	25c.
Lad Linen Handkerchiefs,	5c.
Colored Organdies and Dimity Stripes,	6 1-4c.

Sherwood Higgs Co.
SUCCESSORS TO C. A. SHERWOOD & CO.

KICKING AMONG DEMOCRATS

SALISBURY RECEIVING A POLITICAL SHAKING UP.

Supreme Dissatisfaction With the Present Administration Will Result in an Overthrow of the Machine Ticket.

Special to The Tribune.

Salisbury, N. C., April 13.—The Democrats are beginning to feel the kicking within their ranks and are fearful that something "awful" might happen. There is undoubtedly more dissatisfaction in the Democratic fold this year than has been manifested for many years.

The fossilized administration for the past number of years has not been in keeping with the spirit of the times. The only internal improvements made for years have been the betterment of the streets at a cost of $50,000 to the tax payers and that affair was so improvidently managed that it was the talk of the town.

Our city is the only place of its size in the State that uses the antiquated mode of lighting the streets by gas. It makes no difference how much our citizens cry out for relief in this particular nor how much our progressive daily sheets show its absolute need, it falls on apparently heedless ears.

Since the placing of the shops in our midst, Salisbury has taken on new life in every particular, and it would now be a crime to retard her material growth for another two years.

Furthermore, everybody knows that the Democratic administrations have shown themselves utterly powerless to grapple with the evils of our city. At our very feet we smell the stench of sin and shame, but we are powerless to correct it. The time is at hand, and the occasion will be met. A good citizens' ticket composed of leading and promising men who have the confidence and respect of the community and who seek the upbuilding of the place rather than the party gains of office, will down the opposition whose ticket was named by the machine and is composed of political ringsters.

Another untimely death was narrowly averted yesterday evening. As Conductor Jonas Cumly boarded train No. 73 he missed his footing and was dragged a long distance before his perilous condition was discovered.

The Rowan Medical Society met yesterday with a good attendance. Dr. Ramsay read an essay.

The Root Tea Medicine Company gave an entertainment last night in the public square to a large audience. They will remain the whole week in the city.

The grocery firm of Lentz & Shaver dissolved yesterday by consent. Mr. Shaver will continue the business in the old stand.

Mr. L. E. Steere, who was formerly a druggist at this place, was in the city yesterday. J. L. R.

Only One Hour to Callers.

Washington, D. C., April 13.—This being Cabinet day, only one hour was given to callers at the White House today. The crowd was large and continued to increase up to the meeting of the cabinet at 12 o'clock. No nominations were sent to the Senate today.

CONFEDERATE VETERANS.

Preparing for a Magnificent Entertainment.

The Confederate Veterans' Association, L. O'B Branch Post 515, will give a grand exhibition for the benefit of this post on May 10th and 11th. Through the influence of Mr. A. B. Stronach, they have secured Major General Thomas L. Rosser and his famous magnoscope of military happenings, etc., to aid in making this entertainment a big success. The program will consist of magnoscopic views of famous military events, showing by pictures the historical happenings of war times. The entertainment will be made still more interesting by the singing of well known ballads and songs by local quartettes. These songs will be beautifully illustrated by verses with projectoscopic displays, etc.

Everybody in Raleigh should aid in making this performance a success, as the proceeds go toward a fund for the sick, poor and needy Confederate soldiers.

THERE IS A Richmond IN THE FIELD.

If you wish to avoid those annoying jolts, increase your enjoyment and save your wheel, ride a

CUSHION FRAME BICYCLE.

Write for Catalogue and "Facts."

RICHMOND BICYCLE CO.,
Richmond, Ind.

97 CHAMBERS STREET,
New York.

Wanted—An Idea Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WEDDERBURN & CO., Patent Attorneys, Washington, D. C., for their $1,800 prize offer and new list of one thousand inventions wanted.

W. H. & R. S. Tucker & Co.

A CONSTANT NEWNESS!

The daily incoming of new things creates a constant newness and novelty in every part of this "Big Store." And now with the greatest collection of the newest and best goods you ever saw here, every department is ready for you to begin your Easter buying.

DRESS GOODS.

Our stock is overflowing with all the staples and novelties intended for Spring and Summer wear, and you see the marvellous genius of the Frenchman in the soft, lustrous colors and exquisite fabrics, and the combination of reds and purples and violets. The effects produced with the blacks and brilliant or subdued colors are astonishingly tasteful.

The gowning of Woman this season is an important factor in the Dry Goods business, and to plan new dresses something else is needed besides time and money. Some capacity for colors and suggestion—some native taste—the proper light, and above all, the whole round of the season's production to look over and select from.

Our Dress Goods Corps have made

"THE GOWNING OF WOMAN"

Their constant study, and have gathered the brightest and best goods from all the world, and will so place them before each visitor that no woman need fall into the error of wearing an ill-chosen dress.

The most brilliant gathering of the world's choicest products displayed with all the skill and tact of our Dress Goods people. The offerings are unusually attractive, the variety unusually large and the prices unusually moderate. Greater values than we are offering in High Art Dress Fabrics are not obtainable elsewhere.

We invite you to visit us this week and be shown what "fashion" says you must wear this Spring and Summer.

W. H. & R. S. Tucker & Co.

REBUILDING SALE

To be inaugurated at once at

I. ROSENTHAL'S

211 Fayetteville St.

Anticipating the rebuilding of my store in the near future, I am compelled to offer my entire stock at a Sacrifice. Stock must be sold within the next 60 days in order to make room for the carpenters, &c., and no goods will be reserved in this great Sale.

A few quotations may convince you of our sincerity in disposing of the stock: R. & G. Corsets 68c., Ladies' Silk Mits 12c., Fruit of Loom 4-4 Bleached Cotton at 5c., Apron Gingham at 3 1-2c., Shirting Calicos at 3 1-2c. Ladies' and Children's Trimmed and Untrimmed Hats at correspondingly low prices.

FOR SALE

Two hundred and sixty-five acres of land with 4-room cottage and all necessary out-houses; one Snow patent tobacco barn. This very desirable farm lies just above Cary, and immediately on the Railroad and county road leading to Raleigh, is well watered and especially adapted to the growth of fine tobacco, but will grow any of the Southern products. Price very low and terms will be made to suit the purchaser.

One hundred and eighty-three acres 4 miles from Raleigh on the Asylum road, 75 acres in woods, 5-room cottage and all necessary out-houses, admirably adapted to stock raising. Price $1,600; terms easy to right party.

Forty-eight acre farm on the same road, 3 miles from Raleigh, 3-room cottage and kitchen and all necessary out-houses; neat little place for party desiring small farm; good water and first-class neighborhood. Price $1,200; terms easy. If you are interested in farm lands either to buy or sell call on or write to

BROUGHTON & CO.,
Farm Agency,
'Phone 206-B. RALEIGH, N. C.

RAILWAY RATES FALLING

More Tonnage is Handled Each Year, but Revenue Shrinks.

IT DROPS $50,000,000 ANNUALLY

GEORGIGIA'S CHARGES ARE THE LOWEST.

Capitilization Far Below the Average—A Grave Problem for the Managers and the Public.

From the Atlanta Constitution.

This is destined to be a year of great import to American railways.

Only three months have passed and they have had peremptory orders to reduce rates; heaven's floods and a deluge of hostile legislation to contend with; a court decision which went through them like a cyclone in tall timber, and they are confronted with poor business and failing revenue.

When a merchant's trade declines he tries to reduce the price of his goods to tempt purchasers. If he cannot buy any cheaper or cut his store expenses, he looks about him for lower railroad rates. When business is bright, the middleman does not worry about his own operating expenses or about the railway tolls. He simply buys for as little as possible and sells his merchandise at a figure which will give him a reasonable return on his investment, say 10 to 20 per cent, and is content. But if the farmers have a poor crop, or the miners strike and the output is small, or if confidence is shaken in the financial situation, trade drops off and then the manufacturer and the middleman begin to figure on how to get railroad rates reduced.

It is a notable fact that the consumer rarely appears in this role, either before traffic officials or State or interstate commissions having jurisdiction over the transportation lines and other charges. The manufacturer of fertilizers, the lumberman, the cotton merchant, the naval stores factor, the coal dealer, are the applicants invariably, but seldom do we hear of the consumer. And yet the consumer always pays the freight in the end.

What are the principal sources of freight? There is a general impression that the farmer furnishes the bulk of the railway traffic of this country, but this is a great mistake.

The mines lead in the amount of freight carried by railroads. Here in the South the mines furnish more business than the farms and mills combined. On the Southern Railway, for instance, the mines yield nearly twice as much freight as the farms produce, or as much as the forests, the mills and the miscellaneous sources combined. Coal, coke, marble, stone and ores constituted almost 40 per cent of the Southern's traffic last year, as shown by the company's annual report. Agriculture furnished less than 21 per cent, of which cotton and its products, oil, seed, meal and hulls, composed a little more than one-third.

Such articles as might be handled in a general grocery store comprised 20 per cent of the company's total freight. Merchandise made 6.59 per cent of the total, that is, the system handled about six and one-half pounds of merchandise to ninety-three and one-half pounds of all other classes.

The anual report of the Norfolk and Western, which does not touch Georgia, but is a good southern line, shows that last year the mines gave the roads 63 per cent of its traffic, while merchandise supplied only 1 2-3 per cent. In 1895 the mines furnished 70 per cent of the Norfolk and Western's freight.

Going to the reports of the interstate commerce commission, many interesting facts are learned. It is simply a mater of digging. The information is there in statistical form.

CONSOLIDATION GOING ON.

We see that the large systems are growing larger and the small roads are becoming more numerous. The middle class roads are decreasing in number. They are being absorbed by the larger systems, which are about stationary in number. In 1890 there were forty systems in the United States, each of which had more than 1,000 biodvxKf exzfiiffetaoncmfyp taoyiyw miles of line. In 1894 the number had risen to forty-four with 100,547 miles. In 1895, the last year for which we have statistics, there were forty-two systems in this class with 100,714 miles. The average length of these systems in 1890 was 1,947 miles. In 1895, the average length had grown to 2,400 miles. There was an average gain of 453 miles in five years for the systems which were already more than 1,000 miles in length. The number of roads under 250 miles in length was 864 in 1890 and in 1895 it was 971. So there were 107 more short roads in 1895 than in 1890. The average mileage remained about stationary.

The average gross revenue for all American roads per mile of line for the fiscal year 1895, was $6,050. For group V, interstate commerce commission classification the gross earnings per mile of line operated were $4,111. This is Georgia's group. So our group fell behind the average for the whole country $1,939 per mile. In that year Georgia had 5,240 miles of main line. If this mileage could have earned as much as the average roads in the United States, the earnings would have been $10,160,000 more than they were, or say 16 per cent. on their capital stock. But we do not want them to earn their fixed charges and 16 per cent. on their capital stock, too. Neither should we want them to fail to make a reasonable interest. Then somewhere in between the present tariff or the one then existing and the average schedule for the United States we would find the fair and reasonably remunerative rate. Why should Georgia exact more from the roads than other States; not any State, but the average State? The conditions in Georgia are certainly as favorable for making a livelihood as in the average run of states.

Sometimes it is said that we have too many railroads in Georgia. But who would be willing to do without the line running nearest to his home? Would any citizen of Marietta be willing to relinquish the Atlanta, Knoxville and Northern? Would a resident of Griffin surrender the Griffin and Carrollton or the line over to McDonough? Would a resident of Americus sign a decree were it in his power ordering trains for the next three years until the country could grow to it? Yet Americus had the Southwestern and Griffin had the Central and Marietta had the Western and Atlantic long before the other lines were projected. If it were possible to attempt to remedy the situation by curtailing the railway mileage of the country, it would be another case of letting your wife's relatives go to the war.

Georgia has one mile of railroad to every 400 population.

The average for the United States is about 389 people to one mile of road, so we have less road than we are entitled to under the general law of average.

Railroads are not earning so much as they once did. They are doing more business and making less money. Their expenses are heavier and they get less. Like some farmers, they are making a bigger crop and selling it for less. Railroads sell transportation, which is their crop the year round. They are making more to one acre, or to the mile, rather, and it is bringing them in 10 per cent. less revenue.

To illustrate: The railroads, in our group, made $404 more per mile in 1890, than they did in 1895. There was a loss of $2,117,000 approximately, in the gross for Georgia alone.

But all the railroads in the United States, that is, as a whole, have been getting less and less every year for six years. In 1890, their total receipts were $50,000,000 more than they were five years later. As pointed out above, this was not due to a falling off in business, because they hauled 12 per cent. more freight, and got 15 per cent. less for it.

The most rigid economy was practiced, but no corresponding reduction could be made in expenses. The fixed charges really increased throughout the whole country until 1893, when they began to decline, after the reorganization and scaling down of millions of interest-bearing securities. But it was only a trifle, a shade, perhaps $10,000,000 for the whole $11,000,000,000 of capitalization.

Operating expenses were reduced $100,000,000 in 1894 and 1895. Little wonder that so many idle people were hunting work. That was $50,000,000 a year, or $500 a year for 100,000 men—enough to keep body and soul together. The reduction was equivalent to laying off 100,000 $500 men one year, and then the same number the second year, making at the end of the second year 200,000 men turned out.

It is a noticeable fact that the wages of individual engineers, firemen and other trainmen, conductors excepted, increased in 1895 over 1894, but they were still lower than they had been in 1892. The salaries of individual general officers were considerably lower in 1895 than in the year previous, but in 1895 they were higher than they had been in 1893 and 1892. But there were fewer general officers and fewer of all employees.

The per centage of operating expenses to operating income increased slightly on all, due to slightly increased traffic and improved service. Consolidations had taken place, four men were doing the work of five, perhaps, but not getting the pay of five. They were, however, getting a little more as individuals.

As showing the decrease in many items in general railroad expense account, the following are taken from the last report of the interstate commerce commission:

	1895.	1894.
Salaries—		
General officers....	$ 9,000,000	$12,250,000
Clerks	9,350,000	14,000,000
Engine and round-house men.....	67,000,000	67,640,000
Train service	54,000,000	59,450,000
Switchmen, flagmen and watchmen, ...	28,000,000	23,404,000
Law expenses	5,443,000	5,551,000
Injuries to persons.	6,383,000	7,065,000
Commissions	1,042,000	1,731,000

Only one item shows an increase, and that is for the pay of switchmen, flagmen and watchmen, whose total wage was advanced $4,600,000.

If we glance at a summary of expenses for the different departments of transportation we see decreases everywhere except in conducting transportation, and this increase is partly due, at least, to a different method of charging adopted by the statistician.

	1895.	1894.
Maintenance of way and structure, ...	$133,853,841	$137,215,000
Maintenance of equipment	106,421,600	108,797,000
Conducting transportation	401,492,046	378,595,000
General expenses	33,461,153	76,519,494
Total	$675,228,640	$701,128,207

Georgia's group of States comprise Florida, Alabama, Mississippi, Tennessee and Kentucky, or the extreme southeastern group.

Now coming to a comparison of rates, we find that the average rate per ton per mile in our group was for 1895, a shade less than 9 mills, whereas six years before it was a mill and a half higher. We find that the average freight rate per ton mile was lower by three-fourths of a mill for the nation than it was in the this group, but we find only three groups which had a lower average rate than the Georgia group. And it must be remembered that in Georgia rates are much lower than in either of her sister States of this group. New England, with her immense local tariff, had a rate 2½ mills higher than the southeastern States. The New York, Pennsylvania group with vast mine products, taking a low classification; the Ohio, Indiana and Michigan peninsula group, with lakes on the north and the Ohio river competition on the South; and the Virginias and Carolinas, the latter suffering from too much commission and politics, have a less charge per ton mile than our group, but I doubt if any of their rates are lower than Georgia's item by item per 100 pounds or per ton. I have heard it stated to the Georgia railroad commission that their tariff is the lowest in the United States. Texas has the reputation of crowding the railroads hard on rates, but they are still much higher there than in Georgia. The authority quoted above shows the average Texas rates to have been 3 mills higher in 1895 than the rates in group V.

The average rate in New England and in the whole country west of a line drawn through New Orleans, Cairo, Evansville and Chicago is higher than in group V.

A comparison of rates published yesterday in The Constitution showed that Georgia had the lowest schedule in the South, but other States in our group raise the average above Georgia's tariff.

The group in which the rate is lower than in ours furnished more freight to the roads. The Virginias and the Carolinas shipped 5 per cent. more freight per mile than we did and the average for the United States was 10 per cent. heavier traffic than our roads had.

The year 1893 witnessed the largest volume of business ever done by American roads and the rates were better than they have been at any time since. For the whole country the charge was 8¾ mills, as against 8 1-3 for 1895.

While 1893 was a panic year for the banks, the year when clearing houses certificates circulated in lieu of bank notes and specie, it was a great year for the railroads. They had received an enormous amount of business before the panic and the extra session of Congress struck the country.

Now let us look at the investment side of the question. Railway stocks are practically a dead investment. There was a time when Central Railroad of Georgia, was a sure 4 per cent. investment. Now its stock brings nothing and only one class of income bonds paid anything last year, and that was a small return with three or four classes of securities below them getting nothing.

In the group of States between the Savannah and the Potomac, where the rates were a little lower than in our group, only one-tenth of the capital stock of the roads paid a dividend.

Ninety per cent. of the stock investment paid nothing, though in New England, with three mills per ton per mile higher rates, only 22 per cent. of the stock was nondividend, and that on almost double the amount of capital stock per mile. In New England the stock per mile of line is $34,349; in the Georgia group $20,235, and for the United States $28,602. So it is seen that our roads are stocked at 30 per cent. less than the average for the United States, and it may be mentioned right here that the funded debt of the roads in our group is but $23,153 per mile of line against an average of $31,048 for the United States. And there we are about 24 per cent. below the average.

So the charge of over capitalization does not apply unless it be said that the average for all American roads is far too high.

We have not much to boast of, though over the Carolina and Virginia roads, for only 15 per cent. of our capital stock paid dividends.

It is notable that in Texas where the commission and the legislature have been particularly hostile to railroads, not one of them pay a dividend on stock. There does not appear to have been a dollar paid on stock by a Texas railroad from 1890 to 1895, with the exception of the year 1894, when some road paid a few thousand dollars to its stockholders. The stock must have killed them or the management because the dividend was not repeated in 1895.

Only 30 per cent. of the entire railroad stock in the United States is paying a dividend. The proportion is shrinking, too, all the time. In 1888 it was about 39 per cent. In 1891 it was a little more than 40 per cent, but for the next five years it steadily diminished until in 1895, it had run down to 30 per cent., and for this year it will barely exceed 25 per cent.

The total railway sapital of the United States of all kinds—bonds, stocks, equipment, trust obligations and miscellaneous—is $11,000,000,000 in round numbers, and the total capital per mile is $63,206. This is less than it was in 1893 and 1894.

We find that our group is next to the lowest, ours being $45,766 per mile and group seven being $43,526. Now group seven is Montana, Wyoming, Nebraska, and parts of the Dakotas and Colorado. Rights of way were free to the roads in most States, terminals cost little or nothing, the construction is of the very lightest kind, and some of the lines got enormous land grants thrown in. But here are the figures by groups, total capitalization per mile of line:

New England	$ 60,896
New York, Pennsylvania, Maryland, New Jersey Delaware ..	120,192
Ohio, Indiana, Michigan.....	68,985
Virginias and Carolinas	47,250
Georgia group	45,766
Illinois, Iowa, Wisconsin	49,039
Montana, Wyoming, ...	43,526
Missouri, Kansas, Colorado.....	58,619
Texas	51,036
Pacific slope	84,451
United States	63,206

New York, Pennsylvania, Maryland, New Jersey and Delaware have the heaviest capitalization, almost three times as much per mile as our roads. They have double tracks, heavy steel rails, expensive terminals in cites, handsome local stations and costly equipment. New England's roads are a little below the average, and those of Ohio, Indiana, and Michigan are $5,200 above. On the Pacific slope the capitalization is very nearly double what it is in our section.

But is is said that the capitalization is inflated, and we have found that the average was $63,706, while in the Georgia group it was but $45,766.

Georgia has a railroad of her own 138 miles long, on which she gets a rental of $420,000 a year. A road as firmly established and substantial as the Western and Atlantic could float bonds at 5 per cent. At that rate of interest $420,000 rental is equivalent to a bonded capitalization of $8,400,000, of $60,800 per mile without any capital stock. FRANK WELDON.

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AND BEAUTIFUL COLORED PICTURES ARE GIVEN AWAY FREE FOR THE TICKETS IN EACH PACKAGE.

A Smart Youth.

Editor Bill Terry very frequently does the unexpected act. A late issue of the Spirit of the South was kind in sentiment to Governor Russell. The Raleigh Tribune takes the other side of the question and in reply to Editor Terry's eulogy simply says:

"Oh, pshaw! There are some things that make us sick."

We clip the above from the last issue of the "Rockingham Index," which is edited by Settle Dockery, a son of Mr. Henry C. Dockery, who is aspiring to be Internal Revenue Collector for this District. It will be noticed that he speaks of us as "Bill" Terry, showing bad raising to say the least. We have three boys, and if any of them should refer to Mr. Henry C. Dockery as "Hen" Dockery we should severely reprimand, if we did not kick him. And this, by the way, reminds us of a little story: Dr. Mary Walker, the strong-minded female doctor, who dresses in male attire, was delivering a lecture in New York, when a smart youth sang out: "Are you the Mary who had the little lamb?" "No," quickly responded Doctor Mary, "but your mother is the woman who had the little jackass."

More anon.—Spirit of the South.

Notice.

By virtue of the authority contained in a mortgage deed executed to us on the 11th day of February, 1885, by Bryant Casey and Eliza Jane Casey, his wife, and duly registered in the Register's office of Johnston county, in book S, No. 4, pages 16, 17 and 18, we shall sell at public auction, for cash, at the courthouse door in the town of Smithfield, on the 3d day of May, 1897, the following real property to wit: That tract of land lying about four miles West of the town of Smithfield and in Smithfield Township, in the county of Johnston, and occupied in February, 1885, by said Bryant Casey and wife as a home and farm, bounded North by Burket Jones and Marion Johnson's lands, East by land of W. L. Johnson, South by land of W. L. Johnson and Benjamin Casey, and West by land of James Johnson and William Williams, containing one hundred and forty-three (143) acres, more or less; or so much thereof as may be necessary to satisfy amount now due on the bond secured by said mortgage deed, this 1st day of April, 1897.

The Trustees of the Rex Hospital,
Mortgagees and Trustees.
P. T. Massey, Attorney.

A. G. BAUER,
Architect and Superintendent,
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BULLS AND THE BEARS

War News Was Not So Warlike, and the Market Was Steadier.

RAILROAD EARNINGS$, 11,515,895

MORGAN STIRRING UP THE STOCK MARKET—HIS RETURN

From Europe Has Something to Do With the Flurry--Cotton Advances 2 Points, Owing to Advices From Liverpool.

New York, April 13.—The outlook in the early trading was for a continued quiet and narrow but slightly better market. The foreign news was not so warlike, the London markets steadier and the short interests have lately been increased to such an extent as to afford a foundation for the bull interest to work on. The Chicago, Burlington & Quincy Railway company reports for the year ended December 31 net earnings of $11,515,985.

The stock market opened quiet and firm with no pressure to sell outside of Reading, which declined on liquidation and selling by De Cordova, Randolph and other traders. The covering of shorts and manipulation advanced Jersey Central. Continued support was noticeable in Sugar, Chicago Gas and Burlington. The business was light and of the same character as yesterday. The stock market developed continued strength and more activity on buying which is thought to be by the Morgan followers. The Joint Traffic Association meeting is thought to be the foundation of buying, together with the expectation of some favorable development since Mr. Morgan's trip to Europe. The improvement was accelerated by the heavy covering of shorts in the Coalers, Tennessee Coal and Iron and Chicago Gas.

It is thought that the large buying in Reading and some of the purchases in Jersey Central were for the account of Keene covering short stock put out some time ago, and that the covering movement was influenced by the announcement of the sale of $5,000,000 of the Lehigh Valley Railroad company's new collateral trust bonds to the Morgan-Drexel syndicate. The bonds are issued to provide for the floating debt of the company and additional working capital. The consummation of this deal removes one of the principal bear factors in the coalers. There was also some good Vanderbilt buying in Jersey Central and Delaware and Hudson.

Chicago, Ill., April 13.—The Kentucky crop report shows an improved condition of winter wheat in March. Oats will be three weeks late.

New York, April 13.—The cotton market opened quiet and steady at 1 to 2 points advance, in sympathy with the Liverpool cables. No outside business developed and trade has since been light and entirely local. The bull crowd that have been bulling the market for the last six months were the principal buyers. The principal sellers were Wilhelm Mohr, Hathem, Alexander & Co. and Wenman. There was no outside support and the bulls were kept busy trying to hold the market.

Bradstreets' shows a decrease in the world's visible supply of wheat of only 2,229,000 bushels. Reports that 22 loads of wheat had been marked for export was current on the produce exchange.

(Private Wire of John A. Duncan, 307 Wilmington Street, Raleigh, N. C.)

New York, April 13.—The early hours in the stock markflet today were marked by intense dullness, apathy and heaviness. There was no selling pressure, however, and in the afternoon special favorable influences were introduced, which caused a free covering of shorts. New York Central rose nearly 2 per cent., and other Vanderbilt shares partook of the strength. Sharp advances took place in the shares of the antharcite Coalers, led by Jersey Central, which rose over 2 per cent. Among the Grangers Chicago, Burlington and Quincy rose over 1 per cent. on the favorable features of its annual report. The international shares were also a point higher. Chicago Gas was the leader in strength in the Industrials, gaining nearly 2 per cent. Sugar, after an intermediate decline, ended strong and other members of this group advanced smartly. The market closed strong and active at about the highest point of the day.

New York, April 13.—There has been no special feature in the wheat market today. The selling was mostly by longs, taking profits on wheat bought on the decline. This selling caused a break of about 1 cent per bushel, the range of price during the greater portion of the session being ½c. Consuls were unchanged. Cables ½d higher for Liverpool. The cash market was dull; there seemed to be some inquiry but no transactions of importance. The seaboard reports a good export trade, about twenty-four loads sold. Cntract stocks of wheat in Chicago for the week decreased 304,000 bushels. Brandstreet makes a decrease of 2,200,000 bushels in the world's visible. The most important bull item was the claim from Minneapolis of flour sales yesterday, amounting to 200,000 barrels. It is said Pillsbury alone sold 76,000 barrels. We are inclined to think that the market is not likely to change more than 2 or 3 cents per bushel either way, until it is demonstrated what demand the decline will bring out; also what influences the opening of navigation will have on prices elsewhere.

Corn and oats have been steady, at a slight decline from yesterday's closing. Receipts were light; clearances of corn 536,000 bushels.

Provisions have ruled easy most of the season. Holders were inclined to take their profits, and there was selling by jackers. The Southern demand is not so good.

LAMSON BROS. & CO.

New York, April 13.—The cotton market holds fairly strong, while Liverpool is particularly so, and we think action of that market good index for future of our own. The present condition of affairs is similar to that of the past two years, save that the position of the staple is much stronger statistically. The prospects of a smaller visible supply on September 1 are beyond doubt, and the outlook for the next crop is not above the average. The Cretan question and tariff are the chief causes of the present depression, and with these out of the way the world generally will begin to appreciate the fact that cotton at present prices is cheap and that we will need a large crop the coming year should this be raised de doubt if any such amount will be brought into sight before Sept. 1, as was the case the past year, and as a result our visible will be much depleted. The natural effect will be a bulge in prices during September or October, and there will be room for and reason for a rapid and decided advance.

M'INTYRE & WARDWELL.

New Orleans Cotton Market.

New Orleans, La., April 13.—The cotton market closed quiet. Sales, 15,500 bales. January, 6.63@6.64; April, 6.56@6.57; June, 7.07@7.08; July, 7.07@7.08; August, 6.93@6.94; September, 6.66@6.67; October, 6.53@6.54; November, 6.55@6.57; December, 6.58@6.60.

4 P. M.—Spot market very steady, unchanged; sales, 2,105 bales.

Liverpool Markets.

Liverpool, April 13.Cotton: Spot, good business done. Prices higher. American middling, 4 3-16d; receipts, 29,000; American, 18,500; futures opened steady; demand moderate; American middling, April, 4.2; May, 4.1; June and July, 4; August and September, 62; September and October, 56; October and November, 50; November and December, 48; Futures steady at the advance.

Liverpool, April 13.—2 P. M.—Cotton: Sales, 15,000; American, 14,200; American middling, 4 3-32d; futures steady at the advance; April, 4.1s; April and May, 4d; May and June, 63@64b; June and July, 63b; July and August, 62@63b; August and September, 60b; September and October, 54@55s; October and November, 48@49b; November and December, 45@46b; December and January, 45b; January and February, 45b.

Liverpool, April 13.—4 P. M.—April, 4d; April and May, 4d; May and June, 63; June and July, 63b; July and August, 62@63b; August and September, 60b; September and October, 54@55s; October and November, 48@49s; November and December, 45@46b; January and February, 45b. Futures quiet and steady.

Estimated Receipts of Cotton.

New York, April 13.—The estimated receipts of cotton for New Orleans tomorrow is from 1,100 to 1,500 bales, and for Houston 1,400 to 1,600 bales.

New York Cotton Futures.

New York, April 13.—Cotton futures closed quiet. Sales, 54,400 bales. Spots closed quiet and unchanged, at 7 7-16c for middling. Sales, 324. January, 6.84; February, 6.88; March and April, 7.03; May, 7.07; June, 7.11; July, 7.15; August, 7.16; September, 6.93; October, 6.77; November, 6.77; December, 6.80.

Total Net Receipts of Cotton.

New York, April 13.—The following are the total receipts of cotton at the principal Southern ports today: Galveston, 2,148 bales; New Orleans, 2,739; Mobile, 753; Savannah, 2,267; Charleston, 26 (50 due); Norfolk, 762; Houston, 2,760; Memphis, 235.

Stocks.

N. W	165
Missouri Pacific	15¼
Rock Island	65
St. Paul	72¼
General Electric	31½
Tenn. Coal & Iron	23⅝
Manhattan	84½
American Tobacco	75½
Burlington	70⅞
L. & N.	46
Western Union	81⅝
Chicago Gas	84⅝
Atchison	10½
American Sugar Refinery	114½
U. S. Leather pref'd	54⅝
Southern Railway pref'd	25⅝
common	7⅞
J. Central	79½
Reading	63
Pacific Mail	27
N. Y. Central	101⅛
Omaha	59⅝
Delaware & Hudson	103½
American Spirits	11⅛
C., B. & Q.	72¼
Canadian Pacific	47½
Lake Shore	166
Michigan Central	94
Wabash	4½
pref'd	12½
American Cotton Oil	10½
pref'd	56½
Hocking Valley	3⅝
Miss. Kan. & Tex.	11½
pref'd	27½
B. & O	13

Chicago Produce Market.

Chicago, April 18.

Leading futures ranged as follows:

	Opening.	Closing
WHEAT—		
May	67⅛	67⅛
July	67¼	67⅛
CORN—		
May	23¾	23⅞
July	25½	25¼
OATS—		
May	16⅝	16½
July	17¼	17⅜
PORK—		
May	$8 52	$8 37½
July	8 62	8 50
LARD—		
May	4 22	4 20
July	4 35	4 30
RIBS—		
May	4 70	4 62
July	4 72	4 65

Raleigh Cotton Market.

Middling	7⅛
Strict middling	7¼
Good middling	7¼@7½
Strict good middling	7½

The Case For Crete.

The April North American Review contains an outline of the history of Crete during the present century, contributed by Mr. Demetrius N. Botassi, Grecian consul-general in New York. The writer's purpose is to show that the responsibility for the existing state of things in the island does not rest upon the Cretans themselves nor upon Greece and her sovereign.

The present insurrection of the Crenta Christians is, in truth, the ninth since that island came into the possession of the Turks in 1669. In 1821 Crete, with the other Greek islands, revolted against the rule of the Sultan; but when by the treaty of London in 1830 Greece became an independent kingdom the island was handed back to Turkey. Since that time rebellions have been periodical for the reason that Crete has been always one of the worst governed of the Ottoman provinces. In 1840 the island was handed over to Mehemet Ali of Egypt, but shortly afterward the Turks regained it, and exercised such oppression as to provoke, in 1866, a formidable uprising, which lasted over two years. Had it not been for the mutual distrust of the European powers, the islanders would have then attained their end, which was union with Greece. The suppression of that insurection imposed upon the Turkish treasury an outlay of over thirty million dollars, or more than the cost to the Ottoman empire of the Crimean war.

Toward the close of 1868 a new organic law for the island was published, which promised some liberal concessions to the Cretan Christians. These concessions were never carried out, and the result was a recurrence of the old discontent and anarchy. At the Berlin Congress, an earnest appeal having been made by the Cretans through the Greek delegate, the following article was inserted in the Berlin Treaty: "The Sublime Porte undertakes to apply scrupulously to the island of Crete the organic law of 1868, while introducing into it the modifications which may be considered advisable." The Turks signed the treaty, but, as they took no steps to execute the clause quoted, a fresh insurrection broke out. Thereupon, the Porte sent Mukhtar Pasha to Crete, with power to grant certain privileges in pursuance of the law of 1868. Negotiations took place between the Turkish Commissioner and delegates of the Christians, and the outcome was the so-called treaty of Halepa, signed October 1, 1878. By the terms of this agreement the Governor of the island was to be a Christian and a limited measure of autonomy was granted. The new regime, however, would not work; for it was not intended by the Turks to work. A Christian Governor, indeed, was appointed, but, simultaneously, a military Governor was sent who had the command of the troops and could act independently. The position of the former thus became untenable, and, after the appointment of one or two more Christian Governors, a Mohammedan took their place. The concessions of the Halepa treaty were all withdrawn, one after another, until the instrument became a dead letter. The resultant insurrection of 1889 caused the Sultan even to abolish formally the Halepa Pact. In July, 1896, however, when hostilities again broke out between Mohammedans and Christians, the Porte, pressed by the ambassadors of the powers, promulgated a new irade, providing that the Governor General of the island should be a Christian appointed by the Sultan with the approval of the powers; that taxes should be levied by a National Assembly, and that public offices should be distributed in the proportion of two-thirds to Christians and one-third to Mohammedans. An organic law embodying these concessions was accepted by the delegates of the Cretan Christians on September 3, 1896. The Porte, nevertheless, put all sorts of impediments in the way of the fulfilment of the reforms; the Mohammedans of Crete were enraged at the privileges granted to the Christians; the foreign consuls, who had acted as intermediaries in the negotiations, looked on passively, and took no measures to assure the execution of the agreement. Hence the renewal of the scenes of pillage, massacre, and incendiarism culminating in the slaughter of Christians at Canea, which forced the European powers to take cognizance of the Cretan question.

With regard to the charge that Greece fomented the insurrection of July, 1896, and secretly gave help to the insurgents, Consul Botassi declares that nothing is further from the truth. Had the Athens Government then encouraged the Cretan revolutionists, things would not have come to the dangerous point they have now reached. As a matter of fact, Greece, through her consuls at Canea and Heraklion, urged the insurgents to stop the aggressive war, promising to use her influence with the great powers to obtain from the Sultan the reforms desired. It was the butchery of the Christians at Canea which rendered the position of King George and his cabinet well-nigh untenable. The whole Greek nation had risen like one man, clamoring for armed intervention in Crete; no human power could stem the current of opinion.

People in General.

The crown worn on state occasions by the German Emperor weighs exactly three pounds.

Col. Elijah Sells, an old pioneer of Utah, who died the other day at the age of 83 years, was a member of the constitutional convention that framed a constitution for Iowa fifty-seven years ago.

The Archduke Franz Ferdinand, heir apparent to the Austro-Hungarian crown, intends to build a magnificent palace in Vienna, which fact is taken as an indication that he contemplates matrimony.

W. H. Darnell, a 15-year-old boy, residing in Hardin, Marshall county, Ky., proudly writes to a newspaper: "I am 15 years of age, and weigh 180 pounds, and I am six feet six inches high with my shoes off."

It is announced that about 200 guineas have been raised toward the fund for placing a marble bust of the late Lord Randolph Churchill within the precincts of the House of Commons, and, as there is no doubt of the other 100 guineas required being obtained, it has been decided to have the bust executed and to place it in the wall at the top landing of the members' staircase leading into the House of Commons.

Paul Verlaine would have been surprised to know that his title to nobility would rise to the level of a controversy after his death. It appears, however, that the author of "Sagesse" and "Amour" came from the highest stock. The Verlaines were the heralds at arms of the Providence of Liege. Their creation dates from 1531. The adopted name of "Lelian" indicates that the poet knew of his genealogy, in which it repeatedly figures.

Mr. Cochran Patrick, who died suddenly a few days ago, sat in Parliament for North Ayrshire from 1880 until 1885, and he was afterward under secretary for Scotland for nearly five years. He was one of the best-known country gentleman in the west of Scotland, and was a very accomplished scholar and distinguished antiquary. His books on the "Coinage of Scotland" and on "Early Mining in Scotland" are valuable standard works.

There has been a change in the succession to the throne of the Netherlands during the last week, and the next heir to the Dutch crown now is Prince William of Saxe-Weimar, a rather delicate lad, who will not attain his majority until June next. The reigning Grand Duchess of Saxe-Weimar, who has just died, was the only surviving sister of the late King of Holland, and, as such would have succeeded to the sovereignty of Holland in the event of the demise of young Queen Wilhelmine.

A small number of women have served as letter carriers in England for many years, and they give general satisfaction. Only a few months ago a noted old postwoman died at Cutsyke, some ten miles from Leeds. From the Queen's accession, in 1837, till 1869, she was the letter carrier in the ancient town of Pontefract, and was never known to be absent from her duties from sickness during the thirty-two years. Monckton Milnes, first Lord Houghton, took an interest in her career, and was instrumental in obtaining a government pension for her in her declining years.

"Since the death of her son," says the New York Times, "Mrs. John W. Mackay has been living in strict retirement, and has evinced no inclination to resume the brilliant social career for which she was at one time famous. Almost immediately following the death of her son came the death, in Rome, of her father, the late Col. Hungerford. Since this latter event she has been living at the Hotel Metropole, in Monte Carlo, in almost absolute seclusion. Her close personal friends have been much distressed by her persistent refusal to accept invitations, and are becoming more and more insistent in their efforts to induce her to emerge from her retirement."

The Springfield (Mass.) Republican says: "The report that Rudyard Kipling, our Brattleboro neighbor, who has been in England of late, has been sent to Crete as war correspondent of the London Times at a salary of $5,000 a month, is confirmed by letters received by his friends in Vermont. Both parties to this contract are to be congratulated—the Times on obtaining a feature of such great interest as Kipling's letters will be, and the novelist and Boswell of the British private soldier on securing a profitable outing that ought to be much to his liking. There will be not only plenty of present fun and excitement in this assignment, but a wealth of material for future literary use."

Three Windsor Items.

Special to The Tribune.

Windsor, N. C., April 11.—Yesterday while Mrs. Ruben Morris was returning home from church, driving a young horse hitched to a buggy, the horse became frightened and ran away, throwing Mrs. Morris and her child out of the bpggy and breaking Mrs. Morris' arm and hurting the child very badly. The buggy was broken all to pieces.

News has come here from Washington, D. C., that Louis Bond, colored, has been appointed postmaster for this office.

The fisheries are doing some better now than a few days past. Mr. T. D. Holley, who owns a large fishery on the Chowan river, caught nearly 200,000 herrings Friday—40,000 at one haul—and a good many shad and rock.

THE TWICE-A-WEEK

One Dollar a Year. Issued Wednesday and Saturday Mornings.

Beginning January 1, 1897, the Weekly Courier-Journal was changed to the Twice-a-Week Courier-Journal. Publication days are Wednesday and Saturday. The Wednesday paper will be devoted to news and political topics. The Saturday issue will be devoted to stories, miscellany, pictures, poetry, etc.—a perfect family paper.

Each issue will be six pages, or twelve pages a week—an increase of two pages a week, 104 pages or 832 columns a year.

The politics of the paper will not be changed ,and the battle for pure Democracy and true Democratic principles will be continued successfully in the future as in the past. In spite of the expenses involved in the improvements noted, the price of the Twice-a-week Courier Journal will remain the same, $1 a year. A feature during the coming year will be the editorials of Mr. Henry Watterson, on political and other topics of the day.

Daily Courier-Journal, 1 year	$6 00
Daily and Sunday, 1 year	8 00
Sunday alone, 1 year	2 00

Courier-Journal

AND THE

RALEIGH WEEKLY TRIBUNE

BOTH ONE YEAR FOR ONLY

$1 25

We have made a special clubbing arrangement with the Twice-a-week Courier-Journal, and will send that paper and ours for the price named to all our subscribers who will renew and pay in advance, or to all new subscribers who will pay in advance. Sample copies of Courier-Journal sent free on application.

All subscriptions under this offer must be sent to

THE TRIBUNE.
Raleigh, N. C.

TWO EYES. TWO EYES. TWO EYES.

A DIFFERENT REFRACTION in the two eyes of the same person is quite commom. One eye may be correct and the other long-sighted or far-sighted, or they may have different degrees of same defect or one eye may be far-sighted and the other near-sighted. No charge fortesting eyes.

H. MAHLER'S SONS,
Jewelers and Opticians,
RALEIGH, N. C.

TWO EYES. TWO EYES. TWO EYES.

TWO EYES.

Coal —AND— **Wood**

B. W. BAKER

Wholesale and Retail Dealer.

Best Wood and Coal in the Market.

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WHEN YOU WANT

We are prepared to do all kinds of Bicycle repair work. Will be ready in a few days to enamel and plate. We plate anything made of metal. We are going to do an all round Bicycle business. Sell New and buy Old Wheels, and rent wheels.

We have a first-class workman from Richmond, Va., in charge of this department.

OAK CITY STEAM LAUNDRY,
PAGE & MARSHALL, Proprietors.
216 Fayetteville St., Raleigh, N. C.

C. F. & Y. V. RAILROAD.

JOHN GILL, Receiver.

CONDENSED SCHEDULE.

In Effect April 4, 1897.

North Bound.

	No. 2, Daily.
Lv. Wilmington	8.00 a m
Ar. Fayetteville	11:10 a m
Lv. Fayetteville	11:27 a m
Lv. Fayetteville	11:21 a m
Lv. Fayetteville	1:00 p m
*Lv. Sanford	2:55 p m
Lv. Climax	3:25 p m
Ar. Greensboro	3:35 p m
Lv. Greensboro	4:23 p m
Lv. Stokesdale	4:55 p m
Lv. Walnut Cove	5:26 p m
Lv. Rural Hall	6:50 p m
Ar. Mt. Airy	

South Bound.

	No. 1, Daily.
Lv. Mt. Airy	8:40 a m
Lv. Rural Hall	10:04 a m
Lv. Walnut Cove	10:32 a m
Lv. Stokesdale	11:07 a m
Ar. Greensboro	11:55 a m
Lv. Greensboro	12:15 p m
Lv. Climax	12:43 p m
*Lv. Sanford	2:40 p m
Ar. Fayetteville Junction	3:55 p m
Ar. Fayetteville	3:58 p m
Lv. Fayetteville	4:22 p m
Ar. Wilmington	7:30 p m

North Bound.

	No. 4, Daily.
Lv. Bennettsville	8:10 a m
Ar. Maxton	9:23 a m
Lv. Maxton	9:33 a m
Lv. Red Springs	10:04 a m
Lv. Hope Mills	10:52 a m
Ar. Fayetteville	11:16 a m

South Bound.

	No. 3, Daily.
Lv. Fayetteville	4:25 p m
Lv. Hope Mills	4:46 p m
Lv. Red Springs	5:35 p m
Ar. Maxton	6:10 p m
Lv. Maxton	6:18 p m
Ar. Bennettsville	7:30 p m

North Bound.

	No. 16, Mixed. Daily, ex. Sun.
Lv. Ramseur	6:45 a m
Lv. Climax	8:35 a m
Ar. Greensboro	9:20 a m
Lv. Greensboro	9:35 a m
Lv. Stokesdale	11:07 a m
Ar. Madison	11:55 a m

South Bound.

	No. 15, Mixed. Daily, ex. Sun.
Lv. Madison	12:30 p m
Lv. Stokesdale	1:28 p m
Ar. Greensboro	2:40 p m
Lv. Greensboro	3:25 p m
Lv. Climax	4:20 p m
Ar. Ramseur	6:05 p m

*Meals.

North Bound Connections.

At Fayetteville, with Atlantic Coast Line for all points north and east; at Sanford, with the Seaboard Air-Line; at Greensboro, with the Southern Railway Company; at Walnut Cove, with the Norfolk & Western Railroad for Winston-Salem.

South Bound Connections.

At Walnut Cove with the Norfolk & Western Railroad for Roanoke and points north and west; at Greensboro, with the Southern Railway Company for Raleigh, Richmond and all points north and east; at Fayetteville with the Atlantic Coast Line for all points south; at Maxton, with the Seaboard Air Line for Charlotte, Atlanta and all points south and southwest.

J. W. FRY, Gen. Manager
W. E. KYLE, Gen. Pass. Agt.

Old Clothing Made New.

D. W. C. HARRIS,

Steam Dyer and Pawn Broker.

We buy or loan money on Old Clothing, Watches, Pistols, Guns, Musical Instruments. Suits cleaned, 75c.; cleaned and dyed $1.50.

East Hargett Street, below Central Hotel, Raleigh, N. C.

Wanted—An Idea Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WEDDERBURN & CO., Patent Attorneys, Washington, D. C., for their $1,800 prize offer and new list of one thousand inventions wanted.

SOUTHERN RAILWAY.

CONDENSED SCHEDULE.

In Effect June 14, 1896.

TRAINS LEAVE RALEIGH:

"NORFOLK & CHATTANOOGA LIMITED."

3:40 p. m. daily—Solid vestibuled train with sleeper from Raleigh to Chattanooga, via Salisbury, Morganton, Asheville, Hot Springs and Knoxville.

Connects at Durham for Oxford, Clarksville and Keysville, except Sunday. At Greensboro with Washington and Southwestern Vestibuled (limited) train for all points north, and with main line train No. 12 for Danville, Richmond and intermediate stations; also has connection for Winston-Salem, and with main line train No. 35, "United States Fast Mail," for Charlotte, Spartanburg, Greenville, Atlanta and all points South; also Columbia, Augusta, Charleston, Savannah, Jacksonville, and all points in Florida. Sleeping car for Atlanta, Jacksonville, and at Charlotte with sleeping car for Augusta.

"CHATTANOOGA AND NORFOLK LIMITED."

11:45 a. m. daily—Solid train, consisting of Pullman sleeping cars and coaches from Chattanooga to Raleigh, arriving at Norfolk at 5:20 p. m., in time to connect with the Old Dominion, Merchants & Miners', Norfolk & Washington, and Baltimore, Chesapeake & Richmond Steamship Companies for all points north and east.

Connects at Selma for Fayetteville and intermediate stations on the Wilson & Fayetteville Short Cut daily; daily except Sunday for Newbern and Morehead City; daily for Goldsboro and Wilmington and intermediate stations on the Wilmington & Weldon Railroad.

EXPRESS TRAIN.

8:53 a. m. daily—Connects at Durham for Oxford, Keysville, Richmond; at Greensboro for Washington and all points north.

EXPRESS TRAIN.

3:09 p. m. daily—For Goldsboro and intermediate stations.

LOCAL.

2:00 a. m. daily—Connects at Greensboro for all points north and south and Winston-Salem and points on the Northwestern North Carolina Railroad; at Salisbury for all points in Western North Carolina, Knoxville, Tenn., Cincinnati and western points; at Charlotte for Spartanburg, Greenville, Athens, Atlanta and all points south.

TRAINS ARRIVE AT RALEIGH.

EXPRESS TRAIN.

3:09 p. m. daily—From Atlanta, Charlotte, Greensboro and all points south.

LOCAL.

7:10 a. m. daily—From Greenboro and all points north and south. Sleeping car from Greensboro to Raleigh

"NORFOLK AND CHATTANOOGA LIMITED."

3:40 p. m. daily—From all points east, Norfolk, Tarboro, Wilson and water lines.

From Golsboro, Wilmington, Fayetteville and all points in Eastern Carolina.

"CHATTANOOGA AND NORFOLK LIMITED."

11:45 a. m. daily—From New York, Washington, Lynchburg, Danville and Greensboro, Chattanooga, Knoxville, Hot Springs and Asheville.

LOCAL.

9:00 p. m. daily, except Sunday—From Goldsboro and all points east.

EXPRESS TRAIN.

8:53 a. m. daily—From Goldsboro.

For tickets, routes and rates, or other information, call on or write to

THAD. C. STURGIS,
Ticket Agent, Raleigh, N. C.

J. M. CULP,
Traffic Manager.

W. H. GREEN, Gen'l Supt.
W. A. TURK, G. P. A.

Weather Report.

Forcast for Raleigh and vicinity—Fair Wednesday.

Weather Bureau Observations at 8 p. m., Yesterday.

	Tem	Rain fall.	Wind.	Weather.
Raleigh	64	.00	S.	Cloudy.
Charlotte	62	.00	S.	Pt'ly Cl'dy.
Wilmington	58	.00	E.	Cloudy.
Hatteras	54	.00	S. E.	Cloudy.
Washington	54	.00	S.	Pt'ly Cl'dy.
New York	46	.00	S. E.	Cloudy.

Local Data for Raleigh Yesterday.

Mean temperature for the day, 56; normal, 57; departure 1.

Total rainfall for the day, .00; normal, .07; departure, .07.

Excess of temperature since April 1st, 22 degrees.

Excess of temperature since January 1st, 101 degrees.

Excess of rainfall since April 1st, 3.09 inches.

Excess of rainfall since January 1st, 2.03 inches.

Personal.

Mrs. Ernest Martin went to Franklinton yesterday.

Mr. Sam Holton, of Durham, spent yesterday in the city.

Mr. R. A. Cole, of the S. A. L., left for Aberdeen yesterday.

Miss Minnie Tucker has returned from a visit to Richmond.

Mr. J. B. Batchelor went to Weldon on legal business yesterday.

Captain W. H. Day went to Washington yesterday on legal business.

Mr. Burke Parker has gone to Trinity College to take a business course.

Mr. J. W. Keerons, of Charlotte, is in the city attending the Supreme Court.

Mr. George C. Heck is in the city visiting his mother, Mrs. M. A. Heck, and sisters.

Miss Fannie Cobb has gone to Chapel Hill to visit her brother, Prof. Collier Cobb.

Miss Bettie Watkins, of Milton, is in the city, the guest of Mrs. Coite K. Woodruff.

Mr. S. P. Childs, of Chicago, arrived yesterday. Mrs. Childs has been in the city several weeks.

Miss Cora Holt, of Graham, is in the city visiting at the home of Mr. M. T. Norris, on Blount street.

Mrs. P. L. Bridgers and son, Robert, of Wilmington, are in the city visiting her mother, Mrs. Haywood, and her brothers.

Mr. J. A. Sheets, of Greensboro, is spending several days in the city. He is representing the Providence Savings Life Company.

Captain W. P. Clements went to Portsmouth yesterday morning to take charge of the pay train which will arrive here about the 15th.

Major E. M. Hayes went to Washington yesterday to bring his family back to Raleigh. They have been in Washington since the inauguration.

Mrs. M. T. Norris and daughter, Miss Ethel Norris, will leave today for Baltimore to see Miss Mamie Norris, who is attending Miss Cary's school in that city.

Mr. T. K. Bruner, secretary of the North Carolina Agricultural department, spent Sunday at his old home in Salisbury. He returned to this city yesterday morning.

Mr. D. A. Coble, of Philadelphia, is in the city. His arrival was not unanticipated by the people of Raleigh. When he returns he will not go alone, either. Mr. Coble is connected with the Philadelphia Enquirer.

Mr. Warren Coleman, of Concord, is in the city. He is one of the most progressive colored men in the State. He is president of the Fair Association and promoter and organizer of the cotton factory, which will employ colored hands. The factory will be located at Concord.

Messrs. J. F. Broughton, H. D. Rand, W. B. Bryant and Samuel Buffaloe left yesterday for Bethel Hill, Person county, where they will witness the nuptials of Mr. Henry Bryant of Garner, and Miss Pattie Montague of Bethel Hill. The ceremony will be performed today, and the happy couple are expected in Raleigh tomorrow.

Local News.

The Easter exercises of the Sunday school of the Christian church will be held at 4 o'clock Sunday afternoon. An interesting program has been prepared.

Ed. Alston, colored, was yesterday placed in the Wake county jail to await the July term. He was sent to jail by Mayor N. Y. Gulley, of Wake Forest.

This morning at 10:30 Mr. D. A. Coble, of Philadelphia, and Miss Helena Horner will be married at the residence of the bride's uncle, Mr. C. B. Edwards.

The projectoscope is truly Edison's most remarkable invention. The crowd was larger last night than on the previous night, and everyone was more than pleased.

Marriage licenses were issued yesterday to Mr. D. A. Coble, of Philadelphia, Pa., and Miss Helena H. Horner, of Raleigh, and Isaac Baker and Vaira Freeman.

The diocesan convention of the Episcopal church will be held in Raleigh beginning on May 12th at the Good Shepherd church. The convention of the Brotherhood of St. Andrew for North Carolina and South Carolina will meet at Christ church on May 15th.

The A. and M. College and Trinity will cross bats here next Friday week, April 23d. When the A. and M. College team played Trinity on the Trinity grounds last Saturday the score stood 7 to 3 in favor of the latter. It was pronounced a very pretty game, and the A. and M. boys played well. A good game may be expected.

Sheriff Harrington, of Pitt county, brought one convict to the State prison yesterday. His name is John Keel, and he is sent for twenty years, having been convicted of murder in the second degree. He was in a row with a fellow at Greenville and another party tried to separate them and was shot. Keel is a white man about 32 years of age.

Notice the advertisement of Mr. Frank Stronach, the well-known liveryman. He has just received a handsome wagonette, which he places at the disposal of the young people for picnic parties and pleasure drives. He has also secured several very handsome teams and single drivers which cannot be compared with in the city. Call and see Mr. Stronach when you need anything in his line.

SUPREME COURT.

Many Cases From the 11th District Argued.

Cases from the Eleventh district argued; State vs. MacRae, and State vs. Sinclair by attorney general for State; Covington & Redwine by brief for defendants; State vs. Miller, by attorney general for State; Adams & Jerome for defendant; State vs. Neal, by attorney general and J. M. Brown for the State; Adams & Jerome and S. J. Pemberton for defendant; Green vs. Bennett, by Brown & Jerome for pliantiff; Pemberton, MacRae & Day for defendant; Judd vs. Mining Company, by MacRae & Day and Pemberton for plaintiff, L. S. Overman and J. M. Brown for defendant; Avett vs. Smith, by Bennett & Bennett for plaintiff; Austin & Price by brief for defendant; Shute vs. Austin by Shepherd & Busbee for plaintiff; Adams & Jerome for defendant.

And the following will be argued today: Hinson & Hinson, by Adams & Jerome for plaintiff; Pemberton for defendant; In re Bowman est. by J. D. Shaw for appellant and Adams & Jerome; Harty vs. Harris, Jones & Tillett for plaintiff; Burwell, Walker & Cansler for defendant, city of Charlotte vs. Shepard, by Burwell, Walker & Cansler for plaintiff; Block vs. Dowd, by Bell for plaintiff; Tillett for defendant; Edwards vs. Phifer, by Keerans for plaintiff, and Duls for defendant; Allen vs. Railroad, Duls for plaintiff; Walker for defendant. Springs vs. McKoy, by Tillett for plaintiff; Keerans and Duls for defendant.

Opinions were handed down as follows: Gossler vs. Wood, from Bertie, affirmed; Boyd vs. Redd, from Rockingham, new trial; Cigar Company vs. Express Company, from Forsyth, affirmed; Watch Case Company vs. Express Company, affirmed; Fulp vs. Railroad, from Forsyth, new trial; Wilson vs. Railway Company, from Forsyth, new trial; State vs. Craine, from Yancey, affirmed; Adams vs. Hayes, from Watauga, reversed; Lackey vs. Martin, from Caldwell, new trial.

Appeals from Twelfth district will be called on next Tuesday, April 20, as follows: State vs. King; Payne vs. Haggett; Moss vs. Leatherwood; Wikel vs. Commissioners; Heiser vs. Mears; Nash vs. Southwick; Roberts vs. Cocke; Alexander vs. Harkins; Alexander vs. Alexander; Dover vs. Ray; Graham vs. O'Brian; Wilson vs. Featherstone; Gardon vs. McConnell; Stewart vs. Keener; Everett vs. Railroad.

Yarborough House Arrivals.

Frank Mahan, Charlotte; A. Bier, New York; W. J. Thomas, Charlotte; Miss Roberson, city; W. T. Smith, Philadelphia; J. V. Rigsbee, Durham; S. M. Holton, Durham; L. Redman, Kentucky; J. W. Keerans, Charlotte; G. F. Bason, Charlotte; G. A. Lee, Danville; E. Henderson, Richmond; L. Rowak, New York; E. O'Brien, Bucklers Stock Company; W. M. Morgan, Durham; H. A. Dodge, New Haven; K. Elias and wife, Franklin; J. B. Munson, city; J. H. Drake, Richmond; J. W. Wilson, Morganton; J. T. Dloho, Yanceyville; W. C. Petty, Carthage; D. A. Coble, Philadelphia; Wm. Boylan, city; F. R. Theall, Muncie, Ind.; G. F. Robinson, Smithfield; D. H. Abbott, North Carolina; Cyrus Thompson, North Carolina; H. L. Davis, Louisburg; R. B. Nixon, New Bern; John Coble, Norfolk.

New Insurance Firm.

Mr. George Stephens and Mr. George Snow have entered into partnership, and will open an insurance office in Raleigh in a few days. They will represent the Equitable Life Insurance Company, of New York. Mr. Snow has had several years' experience in the insurance business, and is thoroughly familiar with the city and its people. There is scarcely a man more widely known in the State than Mr. George Stephens. He spent several years at the university. He has been recognized as the champion base ball player in the State, and he will undoubtedly win as great laurels in his business career. The people of Raleigh will be delighted to have him make his home among them. Messrs. Snow and Stephens will no doubt make a success of this work.

"Side-Splitting Stories."

Of the "Old Times Down South," at the Academy of Music Thursday, April 15, will give you a new lease on life.

Ex-Governor Fitzhugh Lee—"I know Polk Miller well. When he is sketching the 'foe de wah' negro, you did not know he was Polk Miller, you would think he was a darkey of olden time, and if you did not know he was an old-time darkey you would think he was Polk Miller."

Many seats are being reserved at King & Co.'s; there is no extra for reserving them. No reserved seats will be sold Thursday night at the Academy. Secure them at once. Many choice seats are still left. No doubt Polk Miller will be greeted with a crowded house. He appears for the benefit of the Primary Department Baptist Tabernacle Sunday school. Admission 50 cents; gallery 25 cents. Programme bright, new, witty and sparkling.

Mr. Walser at Home.

Attorney-General Zeb. Vance Walser left this afternoon for his home at Lexington, where he will spend the next several days looking after some matters connected with his private business. The past several weeks matters of State have so urgently demanded the undivided attention of the Attorney General that his private matters of business have, he says, been much neglected. He is going down to try and catch up. It is very probable that he will not return to Raleigh until possibly next Tuesday. Cases in the Supreme Court will, on that day, necessitate his presence.

They Prefer The Tribune.

Mr. J. L. Graham, the genial and accommodating chief clerk in the office of the superintendent of public instruction, returned yesterday from a pleasure trip through the Western part of the State. He has been absent since last Saturday, and spent the time in Newton, Hickory and Salisbury. He says that wherever he went he found the people of all parties speaking quite complimentary of The Tribune and seeking for it in preference to all other State papers.

Sheriff W. A. Smith, of Vance county, was in the city yesterday on his way home from Goldsboro, whither he had conveyed a patient to the insane hospital. The Tribune acknowledges a pleasant call from the gentleman.

VANCE, BURGWYN AND LANE

TO BE PAINTED AS A GROUP OF CONFEDERATE COLONELS

In 26th N. C. Regiment—Randall, of Raleigh, the Artist—Picture for the State Library.

The State Library is soon to have quite a desirable addition to the already large and choice collection of oil-paintings of prominent North Carolinians. This time it is to be a handsome group half-sized oil-painting of Zebulon B. Vance, Col. H. K. Burgwyn and Col. John R. Lane, all three of whom served in the late war as colonels in the famous Twenty-sixth North Carolina regiment.

The contract for painting this picture was awarded to Raleigh's well-known artist, Mr. W. G. Randall, and the work is to be done just as soon as possible. The work is done by order of Mrs. Vance, Col. Lane and Mr. H. W. Burgwyn, a brother of the late Col H. K. Burgwyn, who is to be one of the group to be painted. The painting is to cost about $500.

Each of the three famous colonels is to be painted in the uniform of that rank and from photographs taken during their service as such officers.

The likeness of Zeb. Vance selected is one which was taken about 1860, when Vance was about thirty years of age. He is represented as wearing long hair, which almost brushes his shoulders, and has a light and very dark mustache.

When the picture was taken it is evident that he was not attired in his uniform; but some artist has gotten hold of the picture, and supplied the needed martial habiliment in oil paint. The picture is really a photograph of about 10 by 20 inches. It gives a profile, and with the long hair, gives Vance something of a base-ball crank appearance, only they always part their hair in the middle, and Vance's hair is roached short back from his forehead.

The likeness of Col. Lane, which is to be reproduced in the group of "the three colonels," represents him as wearing a flowing beard, and is said to be an excellent likeness. He is the only one of the three who is still alive. His home is now at Siler City, in Chatham county, and he is about sixty years of age.

Col. Burgwyn has been dead for a number of years, and is buried in Oakwood Cemetery. His likeness for the group painting was received here yesterday from Col. H. W. Burgwyn, and is a bust-size painting.

The arrangements for the painting were made under the direction of Mr. Henry Clay Brown, chief clerk in the Railroad Commissioner's office, who is, by the way, a nephew of Col. Lane, and bears a striking resemblance to his famous Confederate kinsman. Mr. Brown will look after the work and have the painting completed just as early as possible. The size of the proposed group will probably be 4 by 6 feet, or thereabouts.

A CONSIDERABLE FALLING OFF

May Occur in the Number of Insurance Companies in the State.

There is a lull in the rush of the issuance of insurance licenses in the secretary of state's office. The work in this line has been quite brisk since several days prior to April 1.

Up to date there have been only 77 license issued and last year there were 109. It now looks as though there will be a considerable falling off in the number of companies doing business in the State. Of the 22 companies who have failed to renew, two only have however given notice of their withdrawal from the State. These are Employers' Liability Assurance Corporation of Boston and Mechanics and Traders' Union of New Orleans.

The other twenty companies were notified several weeks ago that they must renew their licenses if they continued business in the State; but nothing has been heard from them. If any of them are still doing business they are liable to a heavy penalty.

As was noted in yesterday's Tribune, certified lists of the licensed companies have been mailed to all clerks of Superior courts and a vigilant watch will be kept for the detecting of agents acting for unlicensed companies.

Mystic Midgits.

From time to time statements have been made in the paper regarding the Midgets. Too much cannot be said of this performance. The ladies have been working hard for more than a month on the rehearsals and have left no stone unturned to make this the most successful play ever given by the younger people of our city. The cast numbers 75 of Raleigh's brightest girls and boys who sustain their parts admirably. The whole cast of characters will be given later this week.

Miss Belle Hay as Queen Titania and Master Ivey Lewis as Prince Obdilious will no doubt surprise the audience. Also Masters Talcott Brewer as Chinaman, Charlie Watson as Major, Julian Sutherland, of Wilmington, as Dude, and the irrepressible coons, Ben Hardy and Willie Jones. The coon duet will make you split your sides. The Archer Amazon Cadets are six of Raleigh's most beautiful young ladies who will be beautifully costumed. They are Misses Etta Perry, Annie Duncan, Mary Andrews, Jessie Higgs, Ellen King and Eliza Simmons. A rare treat is in store for our people Monday night, April 19th, at the Academy of Music. The performance is under the auspices of the Ladies' Auxiliary of the Y. M. C. A.

A Blocked Appointment.

Mr. M. A. Griffin, of Marsh Creek township, was in the city yesterday. He was here to see the superintendent of public instruction on matters pertaining to the public schools in his section. Mr. Griffin has been appointed postmaster for a new postoffice to be established in his neighborhood under the name of Wendell.

The bond for the office was forwarded early in March, but the commission and necessary equipments have not yet shown up. He thinks, however, that it will not be long before matters will be adjusted and the new office in operation.

Another lot choice bananas at Barbee & Pope's.

Wm. Thain, Watchmaker and Repairer. Satisfaction guaranteed. Yarborough Block.

Our chocolate cream bon bons are of the best. BARBEE & POPE.

RAILROAD COMMISSION

To Hold a Business Session To-Day—The Cases to Come Up.

Today the Railroad Commission is to meet in regular session for the transaction of routine business. This will be the first session since the new organization, when the oath of office was administered to the new commissioner, Mr. Abbott, and Mr. Joyce was elected clerk of the equalization department.

There are upwards of twenty cases docketed for investigation during this week's session. Of course not near all these will be finally disposed of during the session, as the facts bearing upon many of them are not yet obtained.

The cases referred to in a recent issue of The Tribune complaining of inadequate depot accommodations, will, of course, come up.

Mr. Abbott is expected here this morning.

We have a supply of candy eggs for Easter. Nice and cheap.
BARBEE & POPE.

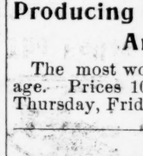
WANTED.

WANTED.—Do you want to rent, sell or exchange your property? Do you want employment? Have you lost or found anything? Have you money to loan? If you have, let it be known through the want column of The Daily Tribune, the best advertising medium in the State. One cent a word for each insertion. Special rates by the month or year. Situations wanted half-price.

WANTED—The Travelers' Insurance Company of Hartford, Conn., offers to good men good paying positions in the life and accident departments of the company in North Carolina. Apply at once to
Z. P. SMITH, Special-Agent,
Raleigh, N. C.

WANTED—The Sun Life Assurance Company of Canada has a number of good positions open for the right men. District Managers and Special Agents in the ordinary, and Superintendents and Solicitors in the thrift department wanted. (Policies for less than $1,000 classed as thrift.) Apply to
J. R. JOHNSTON,
Mangr. for North and South Carolina,
Raleigh, N. C.
[See advertisement.]

WANTED to sell a high grade Niagara bicycle; never been ridden. Liberal terms. Apply at this office.



LIONIZED

This Eastertide by the Girls

The Fellow that Wears One of Our

TAILOR MADE SUITS

Whiting Bros

RALEIGH, N. C.

METROPOLITAN OPERA HOUS.

One Week, Commencing April 12,

Edison's Projectoscope and Graphophone,

Producing Life Size Animated Pictures.

The most wonderful invention of the age. Prices 10, 20, 30 cents. Matinees Thursday, Friday and Saturday.

School Catalogues

PROGRAMMES,
INVITATIONS,
TICKETS AND
SCHOOL PRINTING
GENERALLY
WILL HAVE OUR
Special Attention
For the next Sixty Days.

☞ We are better prepared than ever for the High Class of Work in this line for which we are so well known.

☞ If you want your work quick and in first-class style send it to us.

☞ Cuts of Buildings, Persons or other kinds made at low figures.

EDWARDS & BROUGHTON,
Printers and Binders,
RALEIGH, N. C.

Cut Roses.

Carnations, etc.
Bouquets,
Floral Designs,
Palms,
Ferns,

FOR OUT-DOOR PLANTING—Roses, Chrysanthemums, Coleus and all kinds of bedding plants. Vines for the veranda. Cabbage, Tomatoes, Egg and other vegetable plants. Evergreen, Magnolias and Shade-Trees.

H. STEINMETZ, Florist.

North Halifax Street, near Peace Institute. 'Phone 113.

Easter Millinery.

We are anxious to make your new hat, but this week it will be like the miller—"first come first served." We have extra help this week, but a hundred trimmers could not do what it would take an hundred and fifty to do, so we urge you to get your orders in at the earliest possible moment. We have more than doubled any previous season in orders taken and sales in the millinery. We said long ago that this season was to be our biggest season; we are fixed for it; we got ready, you know. Millinery is different from any other line of goods. It takes patient looking and hunting for the right goods, and at the right prices; then when you have the right goods and right prices the trimmer comes in and here is the rub. A poor trimmer will spoil the handsomest materials. We saw a hat yesterday that was ruined in the trimming. It was intended to imitate one of our best hats, but you would laugh at the skill of the imitator. The ladies say we have the say in millinery in Raleigh beyond any comparison. We are not trying to see how cheap and shoddy we can make hats, but all our energies are centered on making the very best and handsomest hats possible for as little money as possible. We make any price hat you want, no matter what, but you can depend on its being a better one than the same money will buy elsewhere.

W. E. JONES.

On the Scent

Yes the Scent is what we depend on to catch a customer for perfumery. After we catch them we must hold them by both odor and strength or lasting quality. We believe we have both combined in our

Violet and Other Perfume

HENRY T. HICKS, Prescription Druggist.
(SUCCESSOR TO HICKS & ROGERS.)

Surety Bonds of Every Kind

—SUPPLIED BY—

The United States Fidelity and Guaranty Company

Of Baltimore, Md.

Officers and employes of Banks, Railroads and Express Companies, States, Cities, Counties and Contractors. All government officials and Distillers, Administrators, Executors, Guardians, Trustees and Receivers. All Judicial Bonds.

Information furnished,

CHAS. N. VANCE,
Special Agent, 913 F Street, N. W., Washington, D. C.
Special Rates.

New Shoe Store!

COLORED OXFORD TIES.

We will display this week the finest line of Ladies' Colored Oxford Ties in Ox Blood, Chocolate, Patent Tans, Russet, &c., ever shown in the State. Correct Styles, New Shapes at prices from

85c. to $3.50.

Come and see the New Styles and Colors.

S. C. POOL,
SAM. B. NORRIS, Manager. 130 Fayettville Street.

HAVE YOU A DAUGHTER to educate?
Why not write
PEACE INSTITUTE,
Raleigh, N. C.?

You can get much information about educational matters. All the cost is the stamp you use on your letter of inquiry. JAMES DINWIDDIE, M. A.
(University Virginia).

ALLEN & CRAM MACHINE COMPANY.
Raleigh, N. C.

Manufacturers and Importers of
PORTABLE AND STATIONARY ENGINES AND BOILERS,
SAW-MILL AND TRAM-ROAD MACHINERY,
REAPERS AND MOWERS, BRICK MACHINERY,
IRON COLUMNS, STORE FRONTS AND ALL
DESCRIPTIONS OF IRON AND BRASS CASTINGS.

Repairs of all Kinds Promptly Done.

Agents for the Champion Harvester and Mowing Machines.